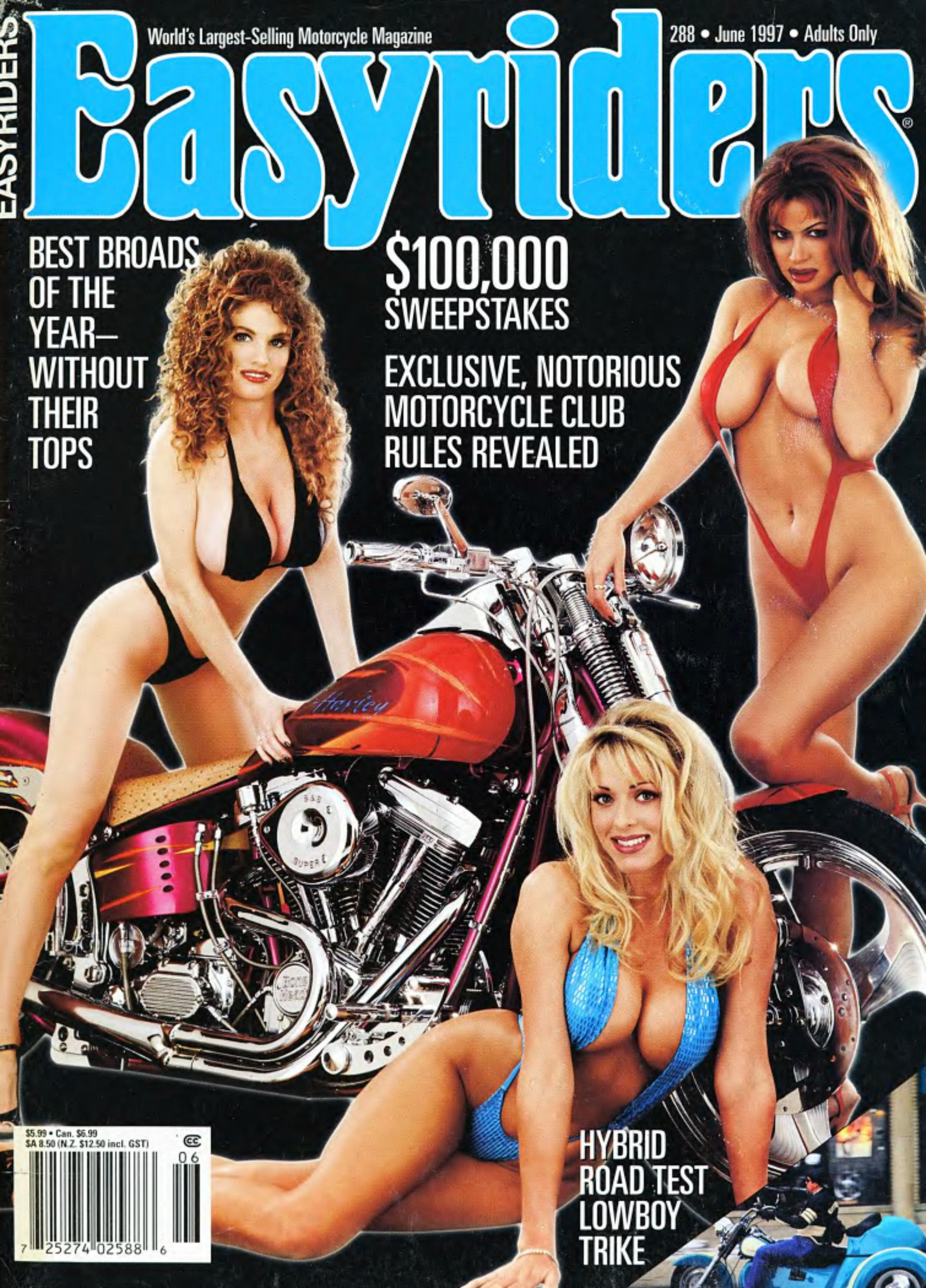
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TAKING IT EASY

A woman was raped by a man who was never caught. Years later, after she had become a doctor, she was operating on a man for a hernia. She looked at his face and lo and behold! It was the very same man who had raped her so many years ago. So while he was under anesthesia, she cut off his penis and ears and all she got was probation (his DNA matched the man's DNA saved from evidence).

Four guys broke into a funeral home intending to steal embalming fluid so they could smoke cigarettes dipped in it. But when they couldn't find any, they cut off the finger of a corpse and took turns trying to smoke it to draw out the absorbed fluid. *Yuck!*

This woman gave her husband a baby pig for his birthday. He grew to love the pig so much that he wanted it in the house with him whenever he was home. It watched TV with him on the couch after wallowing around in the mud all day and just generally made a mess out of the house. When her husband let the pig sleep with them on cold nights, she finally had enough and ordered him to choose between her and the pig. Well—you guessed it—he scooped up the pig and said he'd be on his way.

This hospital was losing its patients in an emergency heart ward every Saturday night at the same time every week. After several weeks had passed, the culprit was finally caught. It was a cleaning lady who unplugged the life support system so that she could plug in her vacuum cleaner.

A man was on trial for auto theft. Now get this! He showed up at the courthouse in a stolen car. (How's that for balls?)

When police saw a man urinating on the side of his car, he had a ready explanation. He said he was trying to thaw out the frozen door locks! When they came back a short time later, he was driving away—so it must have worked!

This guy took his German shepherd to work with him in the bed of his truck. When he got there, he parked the truck, got out, and started taking stuff from the bed. When his back was turned, a stray dog who had set his sights on the shepherd decided the time was right—so he jumped up and mounted her. The shepherd's owner turned around and when he saw what was going on, he became so incensed that he jumped into the bed and bit off the stray dog's testicles. (Now I've heard of people who are attracted to their pets, but ...)

He drove himself to the hospital with a meat clever stuck in his head and part of a butcher knife in his back. It seems he'd had a fight with his girlfriend's 16-year-old son who didn't feel like paying the rent.

He really liked jogging and made it a point to jog every day. His wife said he "totally zoned when he ran." Apparently she had him pegged because he accidentally jogged off a 200-foot-high cliff on one of his daily runs.

Don't squeeze that pimple if it's in the triangular area reaching from between the eyebrows to the corners of the mouth. This guy squeezed a pimple on his nose and nearly died. Apparently, pimple squeezing gave him an infection that spread to his brain. A doctor said, "Veins in this area of the face are linked directly to veins in the brain." You should know that it's statistically rare, but when it does happen, it can be lights out.

Another hospital story: They were taking blood from a donor. The nurse had to run an errand so she got up and left, leaving the equipment attached to the donor, sucking his blood away. When she came back, she forgot about her patient—most of his blood was drained and he died.

Steer clear of those old-timers in Florida. A law was passed in 1995 that allows drivers to renew their licenses by mail as long as they have a good driving record and have passed a cursory eye test. For how long? Eighteen years! An 81-year-old man said that the last time he was tested, which was six years ago (prior to the 1995 extension to 18 years), he thought, "Boy, I don't see too well. It sort of amazed me, frankly, because at the time I didn't know if I was coming or going." It seems the lawmakers are afraid of losing the senior vote. Consequently, all those people whose sight deteriorates with age are driving around wreaking havoc. I think I'll stay put.

A manager of a convenience store was fired because he had tied up a beer thief before calling the police. Why was he fired? Seems the store policy stated that employees should in no way interfere with anyone stealing merchandise or holding up a store. (Now I have a hard time with that one.)

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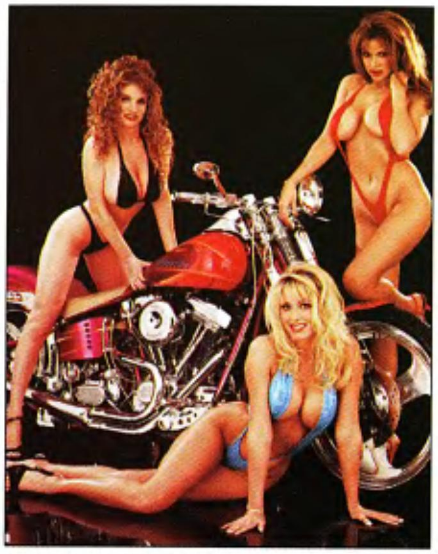

Cover photo of Danielle (blue), Hunter Love (black), and Jacqueline (red) on Tony Salinas' Special Construction Softail by Raiko Hartman. Special effects imaging by David Shiigi.

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Kirk's Blob Job, page 12.

B.George's chopper, pa

David Mann tied the knot this month, so we cut him some centerspread. Luckily, we were able to grab Yvonne Meca to creating Cyborg wonders and limited-edition prints, Yv

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d let him go on a honeymoon instead of slaving over the
no stepped in with this surreal, shapely scooter. In addition
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The Audit Bureau

Something To Say
I have something to say. The only reason I buy *Easyriders* is to look at those totally beautiful girls because I am absolutely tired of all mega ugly girls I know who are always advertising their "inner beauty."

I don't like most modern motorbikes, since I hate the conventional piston engines they use. Wankel-engine rules!

Jyri "Jyrzä" Kärkkäinen
Finland

Ah, OK.

Big Government Bullshit
The official word on the February fiction, *Proho*, is it sucks. Big Daddy Government forces me to wear a helmet to protect my melon, they won't let me smoke anywhere to protect other's lungs, they want to take my guns so I won't be able to protect myself, then they take half my fuckin' paycheck as a fee for all their concern for my well being. The asshole who thinks we need the government to regulate the sale of pussy needs to stop jerking off so much and go buy some for himself.

Keep the good biker fiction and trash the faggot liberal big government bullshit.

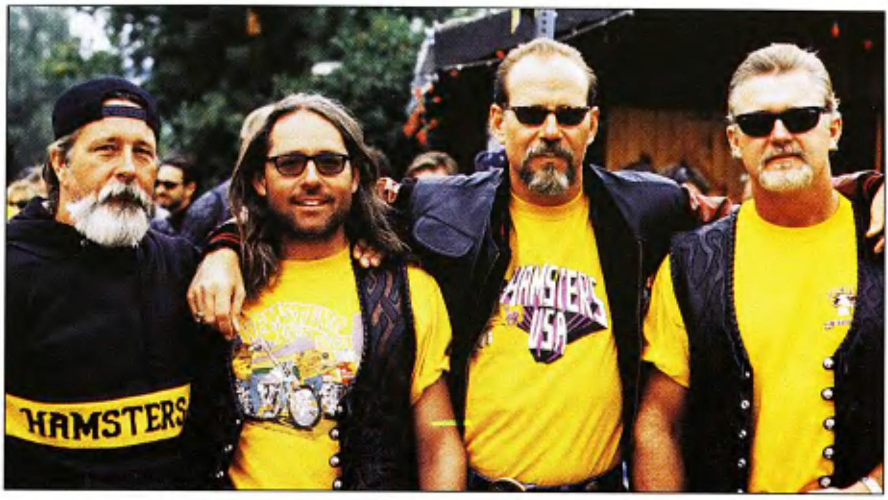
J.G. Smith
Indianapolis, Indiana

Wants Helmet Law Info
Just renewed my subscription to your rag after missing out for a couple of years. I found it as good as it ever was except for one thing: What happened to the info on helmet laws, state by state? It took up only one page and was very important if you were traveling more than two or three states away from home. I realize helmet laws don't change much from month to month, but run the thing once every two or three months so we can have an idea which states to avoid.

We've been lucky in Illinois: A strong ABATE lobby and some politicians with steel balls told the Feds to go fuck themselves and their highway money. So publish the latest list so we can stick it in our wallets, wipe our asses, or whatever.

De Carlo
Chicago, Illinois

Check page 119 in this issue.



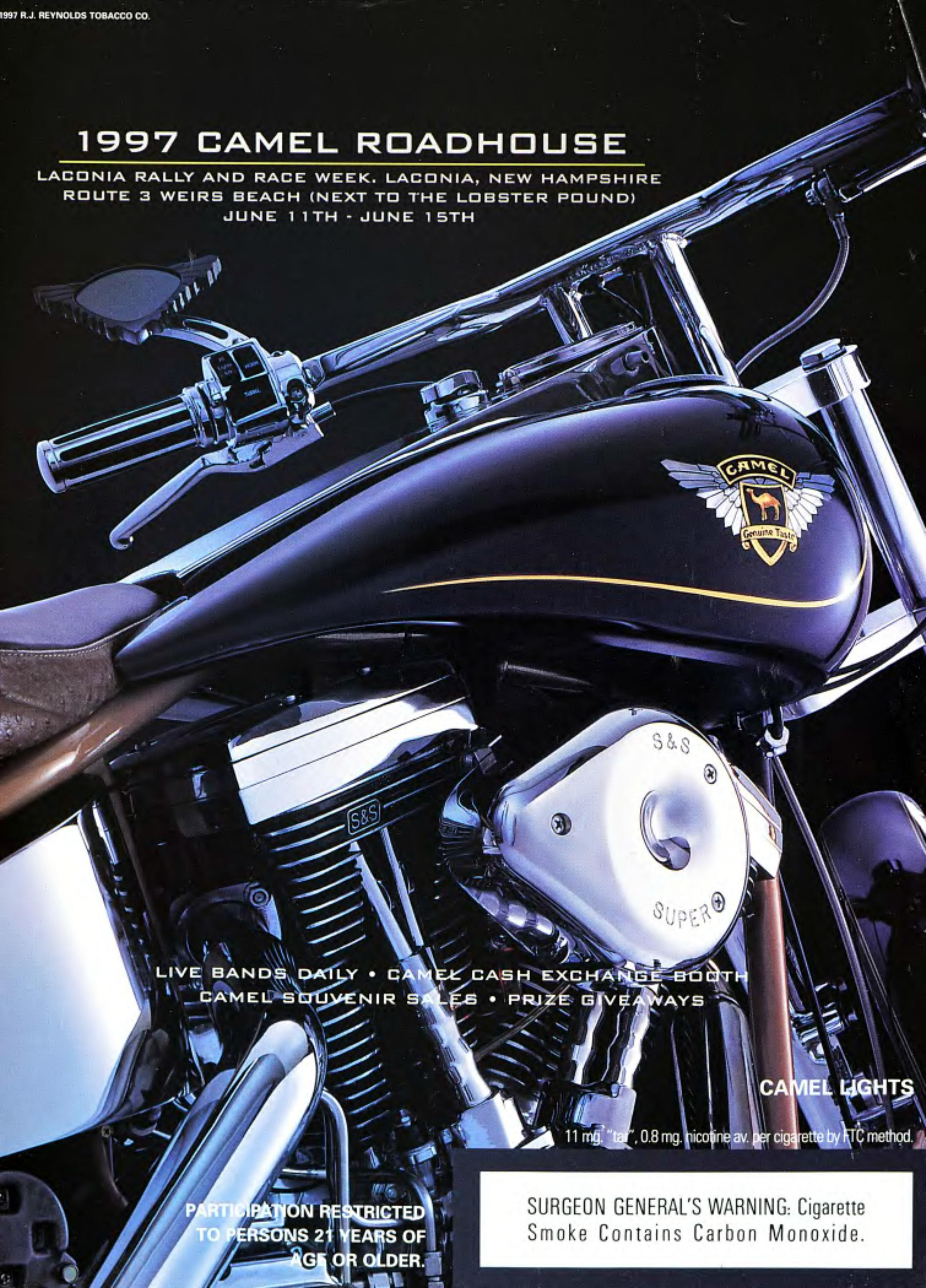
Who Or What Are They?
I've been reading your rag for a number of years and enjoy it immensely. I've often seen references to "Hamsters" and sometimes "Weasels" and "Uglies." Who or what are Hamsters, Weasels, and Uglies? I gather the Hamsters are a bunch of very senior or at least well-known biker folk, but is this an organization or just a loose-knit group of riders/builders or activists who decided to wear yellow? I have no idea what Weasels and Uglies are.

Mack "The Knife" Stanhope
Marcus, Washington

Hamsters (top, after riding to Sturgis) are loose. Weasels (bottom, after riding to the bar) are looser. And Uglies—well, they're just ugly. See page 50 for the official word.

Difference Of Opinion
Each month when the new rag comes out, I pick it up and give it a going over. The first pass is always dedicated to pictures with the second open to anything that might be worth reading. Well, as I was half track on the first pass in the February '97 issue, I tripped over a shot (pg. 122) of someone applying #2 Permatex to a generator case half as case sealer. Naturally, I had to see what form of written genius went with that photo. So, I coasted through the article till I got to the words: "Then I bolted together the cases and dropped them on the pavement from 6 inches off the ground. That's the way I check for cracks."

Now I've been building (successfully, I might add) precision H-D engines for over 20 years, and that's perhaps →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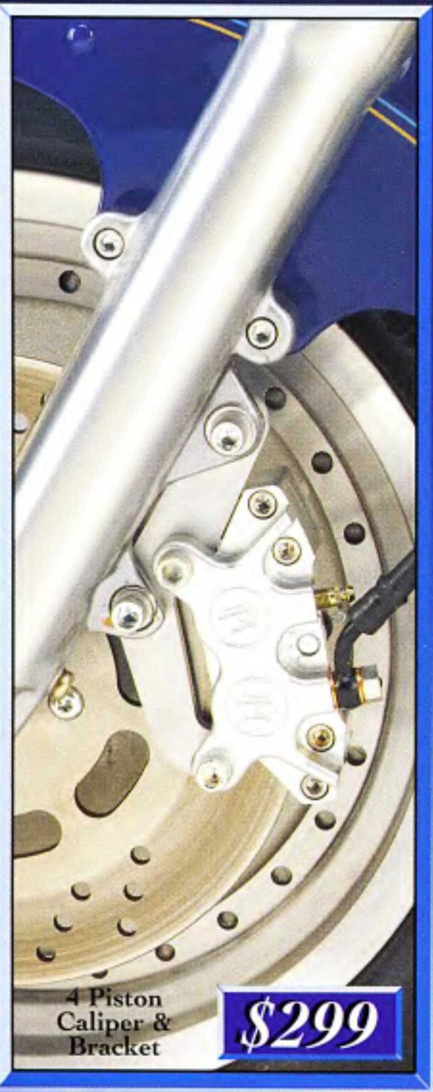

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one of the stupidest things I've ever heard. I would suggest he drop them twice because there's a good chance the second time they'll have that "distinct sound" he's looking for.

No offense, dumbass.

Rebob
Champaign, Illinois

Still Going

If you're readin' this, Rick Hildebrand of Texas, that '82 Shovel I got from you in '88 is still going like a fuckin' train, and nary a thing done to it!

John Reynolds
England

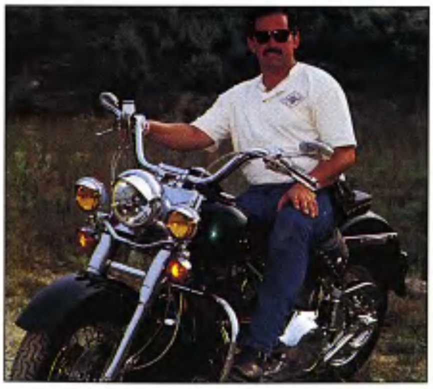
What's The Deal?

Recently, I went into the North Carolina Motor Vehicle Testing Facility to get a new motorcycle license (mine expired while I was in Korea for 19 fuckin' months). Anyway, there's this guy who must have been 90 years old in there renewing his auto license. Well, he gets his, I get mine, and we both head out.

The guy cuts me off in the parking lot and cuts off another guy on the street as he's pulling out of the same parking lot. Five blocks later, he runs a red light.

Is anyone introducing legislation to ensure these old guys' reflexes are still together before we put them behind a 2-ton weapon?

Stephen Ray
Fort Bragg, North Carolina



Botched Info

In the "Readers' Rides" section of the January '97 issue, there are two errors in the article on Kevin Gordon's Softail. First, the name of the company that built and painted it is Bikers Break, Inc. (not Biker Brake). Second, we are located in North Brookfield, Mass. (not Northfield).

If you can pass this info along, I'd appreciate it.

Jay Hassett, owner
Bikers Break, Inc.
209 Main St.
North Brookfield, MA 01535

Laconia Lament

More Laconia coverage in *Easyriders* would be great. Maybe Joe of Campton, N.H. ("Wordmonger," Feb. '97), will give it a try this year. Just be ready to have 90 percent of your photos unused and half your text edited out—even mid-sentence to make nonsense out of what you write about "the good bars." Maybe you'll even get a kick in the ass for your efforts by some hero in "Wordmonger."

Don't get me wrong, it's a rush to get published in *Easyriders*, but don't quit your day job—the pay isn't that good.

Jake
North Reading, Massachusetts

Thanks For Nothing

Just a note to tell you guys thanks—for nothing. Every year you cover the Toys For Tots run in California, giving it big coverage and lots of pictures. But what about Chicago, the second largest toy run in this country? I mean, shit, if it were 60 degrees and sunny, we could actually get the yuppie fucks out. But when it's 10 degrees and snowing and 7,000 dedicated mothers turn out, I think one of you limp dicks could be there to cover it. And as for babes, any (almost) chick looks good in a bikini or halter, but when a chick looks just as good layered in leather, sweaters, and anything to keep warm—well, what can I say?

So how's about showin' some respect for the frozen ones in Chicago?

Thumper
Chicago, Illinois

Setting Us Straight

Normally, when reading your rag, I can let the occasional lapse of knowledge slip (owing to your world-renowned love of all things that alter your plane of existence), but in the Tech Tip "The 61 Lives" in your February '97 issue (pgs. 120-123) there was a mistake of glaring proportions that needs to be righted in the name of all who love Harleys.

Musky states that H-D produced 61-inchers from '35 to '49, with the Pan model made only in '48 and '49. First of all, the OHV 61-inch was begun in '36 and continued until the end of the '52 model year in E, ES, and EL configurations (not all of these were produced in all years). Second, a 61 was also produced in an F head, or inlet over exhaust, from '20-'29 when Harley introduced the Flathead, or side valve, which marked the demise of the F head.

Just thought I'd set the record straight.

Dick de Rusha
APO AP

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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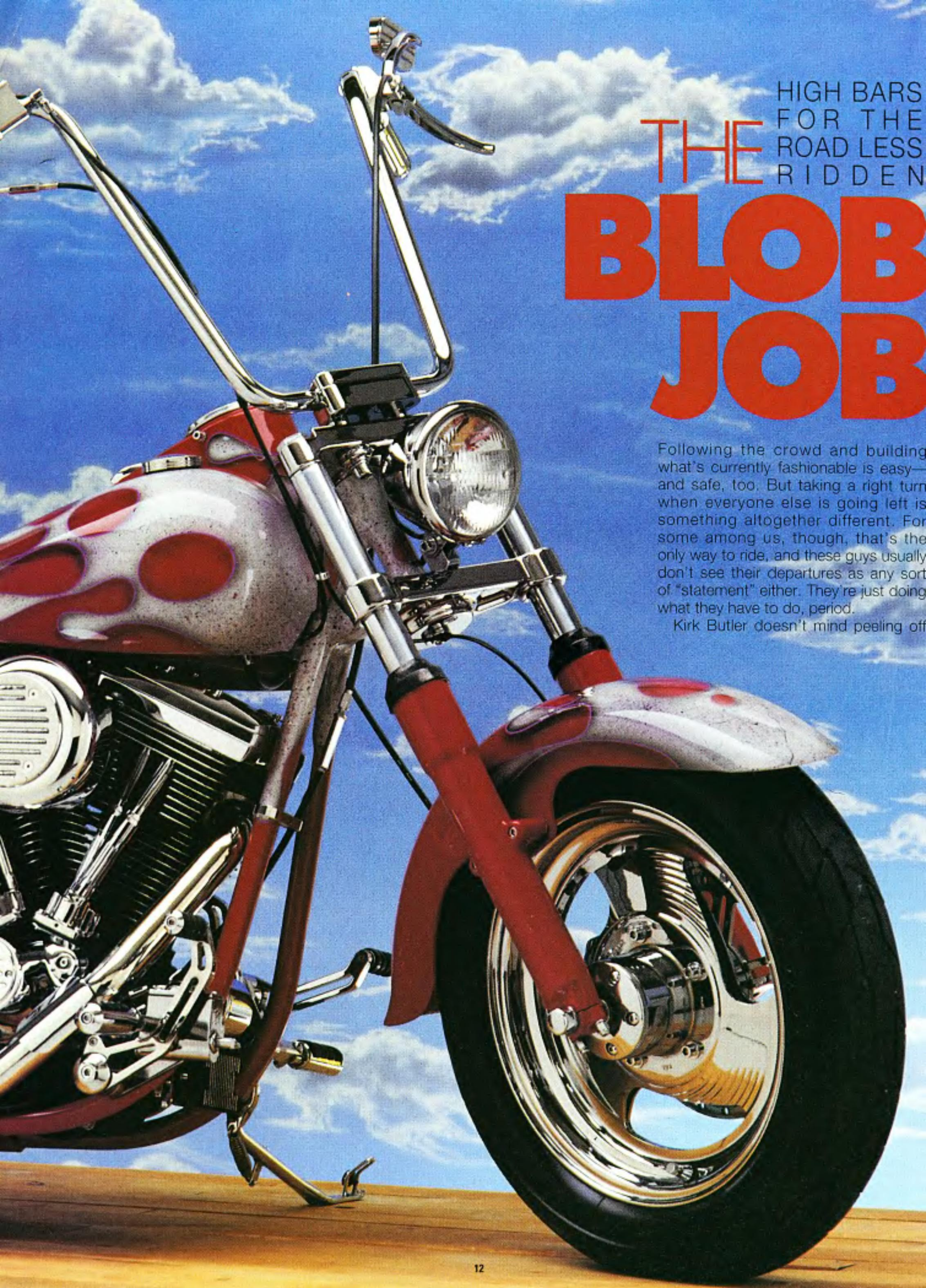


THE BLOB JOB

HIGH BARS FOR THE ROAD LESS RIDDEN

Following the crowd and building what's currently fashionable is easy—and safe, too. But taking a right turn when everyone else is going left is something altogether different. For some among us, though, that's the only way to ride, and these guys usually don't see their departures as any sort of "statement" either. They're just doing what they have to do, period.

Kirk Butler doesn't mind peeling off

on his own, and that's what started him down the road that ended at this highbar, low-down '91 Softail. After looking all around his hometown of Fort Madison, Iowa, and all over the Midwest, in fact, he saw lots of drag bars, plenty of swoopy sheet metal, and not too much that sparked his fire. "I'm from the sixties," Kirk says, "and the bikes I liked then are the bikes I like now." Some things are constants. But hey, we're all close to finishing out the '90s now, and guys like Kirk notice change, too, so during the nine months it took for this scoot's build there were adjustments, compromises, and additions made to "blend the new and the old," as Kirk puts it.

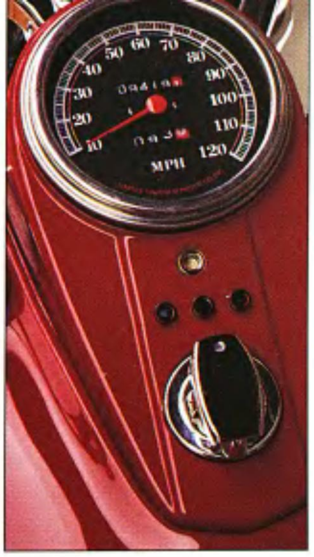
Some major leaguers helped stir up the blend, too. Kirk didn't have to leave the city limits of Fort Madison to find Don Hotop, who handled all the mechanical work right at his own shop, Don's Speed & Custom. Besides adding the highbars →

to give the ride stature, Don lowered the bike a good 3 inches to put it down low where it looks good and handles even better. There's lots of shaving, smoothing, and subtle cleanup work, too, and plenty of the stock has been swapped out for non—with most of the parts coming directly from Hotop's extensive catalog of cool stuff. When it came time for the red-under-granite "blob job" paint job (a melted-flame design that Kirk-the-custom-screen-printer came up with), the Fort Madison duo took things out of town. Everything to be sprayed was packed up with color charts, concept diagrams, and original idea instructions and shipped halfway across the country to Dave Perewitz in Massachusetts. "I gotta admit, that was the scary part," Kirk says. "After all, I didn't get to see the finished deal until it was, well, *finished*." But Kirk's trust in Perewitz's talent was well placed, as is obvious now that the sheet metal has been reunited with the rolling stock.

Slick enough to be a show sled, Kirk's ride hasn't been formally shown, and it's not likely to go behind the ropes any time soon, either. "That was never the plan," Kirk says. "I built it to ride. I built it for me."

Is there any other way?

—JK



Owner: Kirk Butler
City: Fort Madison, Iowa

General
Fabrication: Don's Speed & Custom
Year and make: '91 H-D
Model: Softail
Value: $30,000
Assembly: Don's Speed & Custom
Chroming: Precision Plating

Engine
Year and model: 1991 Evo
Rebuilder: Don Hotop
Ignition: Screamin' Eagle
Displacement: 80 cubic inches
Lower end: H-D
Pistons: stock
Cases: H-D
Heads: stock
Cam: H-D
Carb(s): CV
Pipes: Samson
Modifications: Drag Specialties air cleaner, Don's S&C modified; Hotop points cover

Transmission
Year: 1991
Modifications: Hotop end plate

Paint
Molding: Don Perewitz
Painter: Dave Perewitz
Color/type: ...red, granite/House of Kolor
Special paint: custom "blob job"

Frame
Builder: H-D/Hotop
Type: Softail
Modifications: 30-degree rake, shaved mounts

Accessories
Bars: apehangers
Fenders: Don's Speed & Custom
Headlight: Drag Specialties
Taillight: Pro-One modified
Pegs: Drag Specialties
Electrics: Don's Speed & Custom
Gas tank: Hotop
Oil tank: Don's Speed & Custom
Seat: Corbin
Mirrors: Ness
Grips: Ness

Forks
Type: wide glide
Modifications: 2 inches under, GMA trees

Wheels

Front
Type: RevTech, chromed
Size: 16-inch
Tire: Avon/130-16
Brake: Performance Machine

Rear
Type: RevTech, chromed
Size: 16-inch
Tire: Avon/140-16
Brake: Performance Machine

Photos: Michael Lichter

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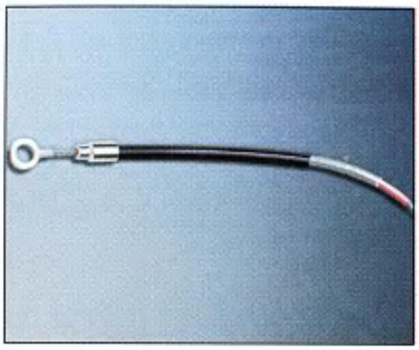
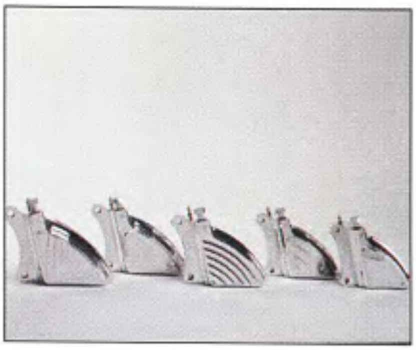
PARTS BOX

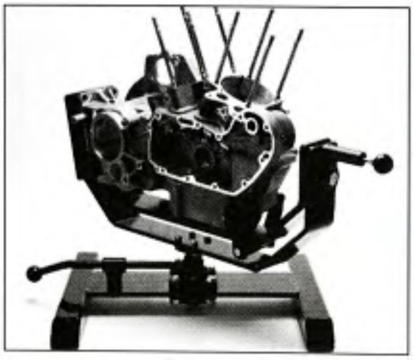
LEGENDS GRIPS
Sure a lot of guys are making billet grips, but I was impressed by the polishing and the style of these puppies, so I thought, "What the hell—give 'em a shot." They are available in five styles from solid aluminum to aluminum with rubber inserts. The show chromed grips will fit all 1976-1997 single or dual throttles. Some of the styles even match Legends' forward controls. For the entire line of Legend components drop a line to Legends USA, 23892 Remme Ridge, Lake Forest, CA 92630, or call (888) 44LEGENDS.



DURA-GLYDE CABLES
Barnett just released their new line of clutch cables. They are longitudinally wound, constructed of 24 high carbon spring wires, coated with a smooth black nylon cover, and lined with HDPE (High Density Polyethylene). These cables provide maximum rigidity along with excellent flexibility for easy installation and routing. The technical shit just goes on and on. Listen, these are tough bastards, but you wouldn't expect anything else from Barnett. For a catalog send $5 to Barnett Tool & Engineering, P.O. Box 2826, Santa Fe Springs, CA 90670, (310) 941-1284.

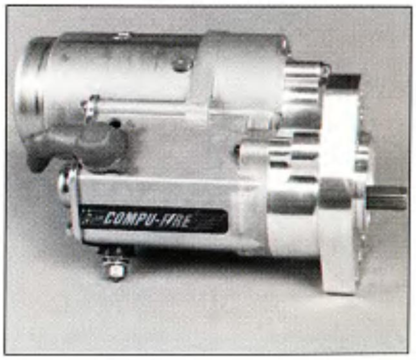


P.M. CALIPERS
Performance Machine, Inc., is a class act, and they've heightened their standing in the custom world by developing a line of calipers to match their wheels. This is their new line of calipers, called the Image Series. This ties the styling of the rotors, wheels, and pulleys together, with calipers to match. Perry has many new weapons up his sleeve for this year. Drop him or his brother, Ted, a line at Performance Machine, 15535 Garfield Ave., Paramount, CA 90723, or ring 'em up at (310) 634-6532, (310) 634-0172 (fax).



MOSES CASE CRADLE
I love special tools, and this is a hot one. It's an engine cradle for Big Twin or Sportster engines. All pivot points float on ball bearings for smooth, effortless movement. Repair work can be performed at convenient angles. Engines can be displayed or transported while in the cradle, and the engine can be rotated 360 degrees or leaned forward or backward 45 degrees. Nice. Contact the makers, Rivera Engineering, at 12532 Lambert Rd., Whittier, CA 90606, (310) 907-2600.

GARY'S CUSTOM LIGHTS
Look cool and see clearer with custom halogen lighting. These chrome-plated units come in 7-inch and 5 3/4-inch diameters and are designed to fit into any existing 7- or 5 3/4-inch assembly without modifications. Lenses are clear and installed with a rubber O-ring seal; a rubber boot is used to prevent dust and moisture from getting to the bulb. Units are sold with a replaceable 12v55/60 watt H-4 halogen bulb; 12v standard bulbs are also available. Call Gary's at (941) 922-2307.



HIGH-TORQUE STARTER
Give your big-incher the boost it needs with Compu-Fire's new high-torque, heavy-construction starters. Available in 1.4 kw and 2.0 kw power levels, these direct replacement starter motors are just the thing for high-compression, large displacement, modified engines. For more information, get ahold of Martin Tesh at Engine Electronics, Inc., 20290 Carrey Rd., Walnut, CA 91789; (909) 598-5485, (909) 598-5695 fax.

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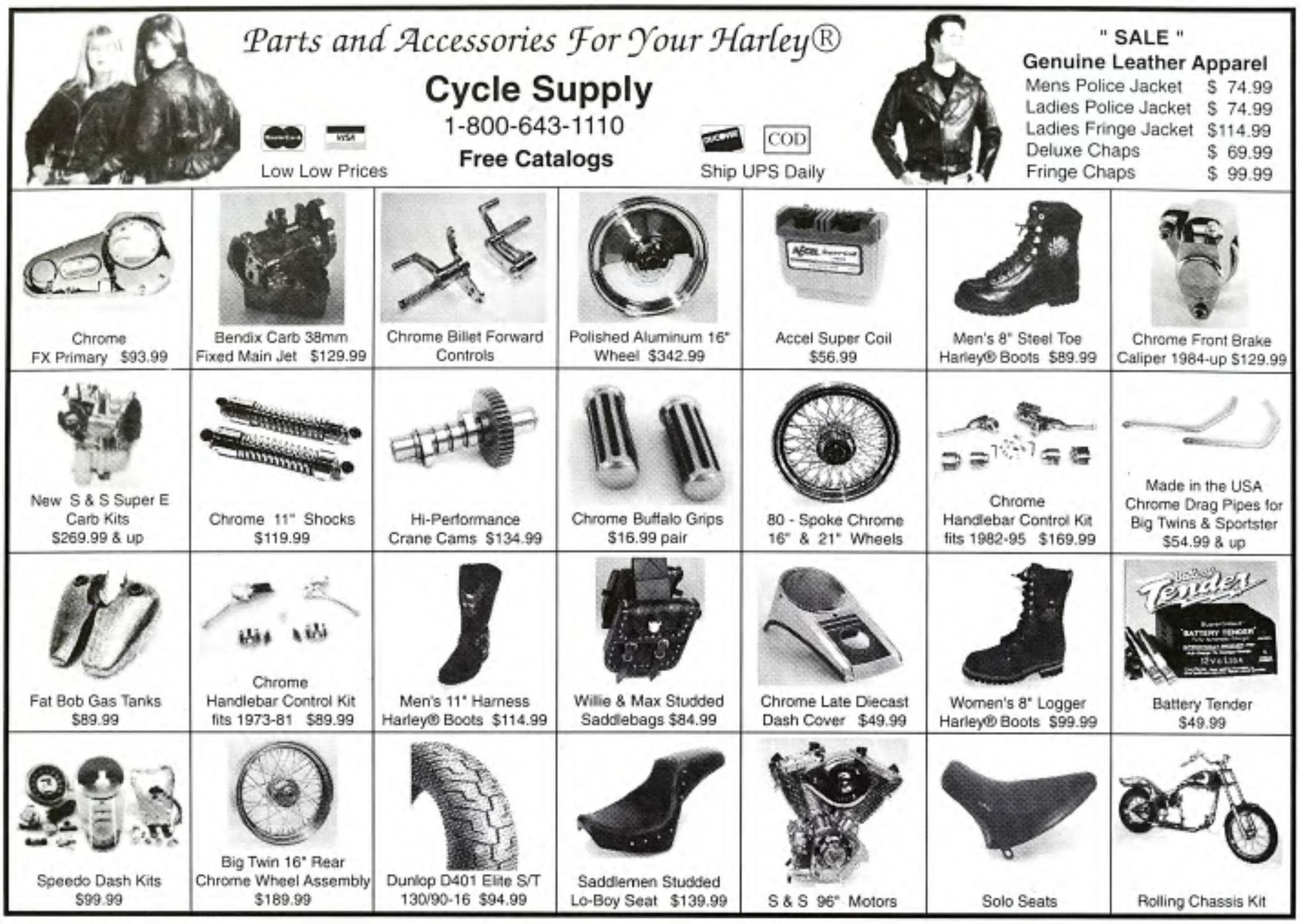
New Castrol Motorcycle V-Twin oil is specifically formulated for a Harley's unique, lower-revving, higher-temperature engine. And its high viscosity formula helps protect against leakage, which can eventually lead to damaging engine wear. None of which should be particularly surprising, considering Castrol has been a worldwide motorcycle lubricant specialist for over 95 years. So look for Castrol. After all, even the most expensive engine in the world can only perform as well as the oil you use in it.

Photo by Bill Ellis, courtesy of PPI.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Men's 8" Steel Toe Harley® Boots $89.99
Chrome Front Brake Caliper 1984-up $129.99
New S & S Super E Carb Kits $269.99 & up
Chrome 11" Shocks $119.99
Hi-Performance Crane Cams $134.99
Chrome Buffalo Grips $16.99 pair
80 - Spoke Chrome 16" & 21" Wheels
Chrome Handlebar Control Kit fits 1982-95 $169.99
Made in the USA Chrome Drag Pipes for Big Twins & Sportster $54.99 & up
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Saddlemen Studded Lo-Boy Seat $139.99
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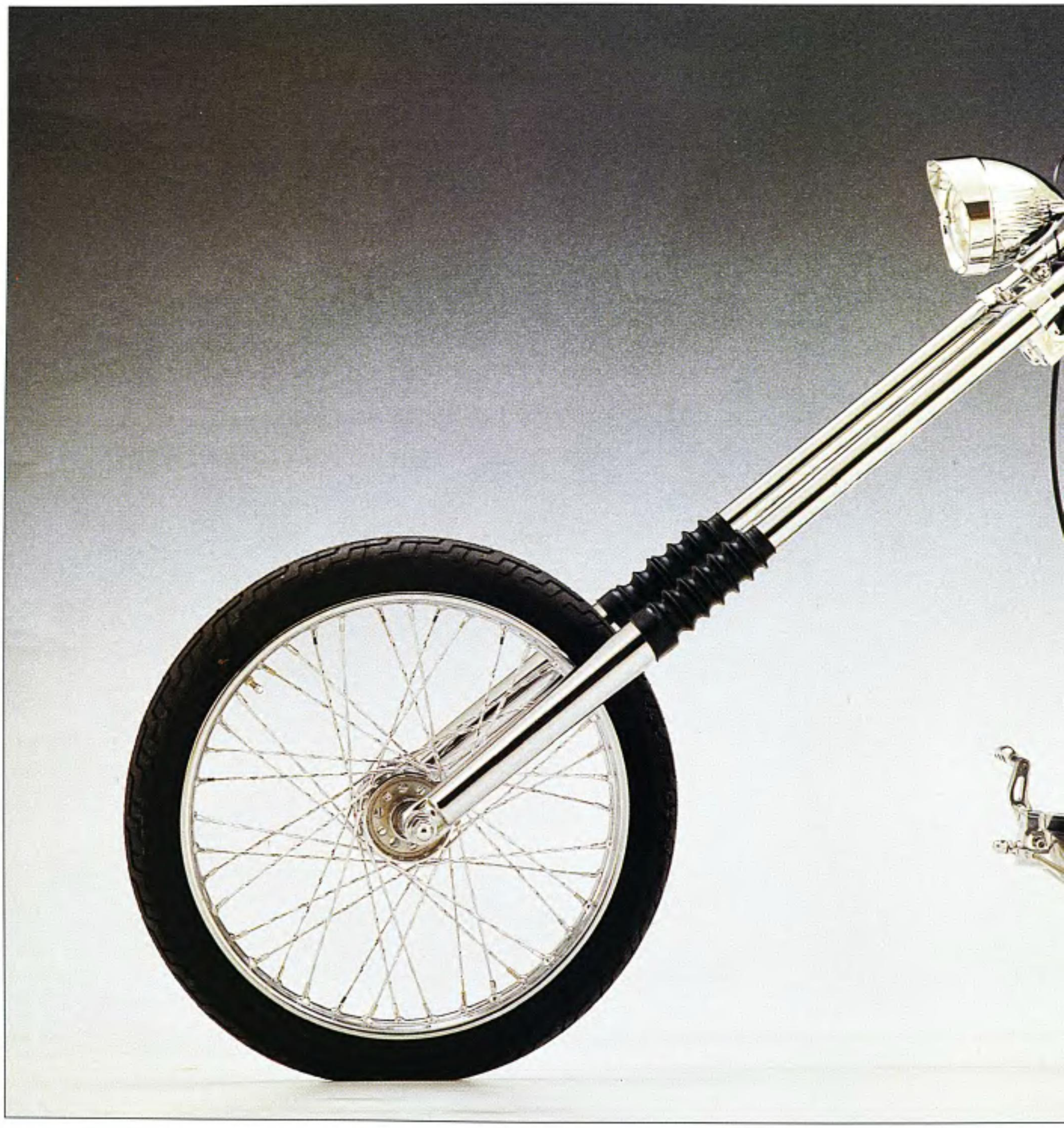
CLASSIC STRETCH

It was late one Wednesday night and the garage was dark. Bandit had gone to the gym across the freeway and pounded iron for a couple of hours. Every vein pumping, each cell alive and firing on all cylinders, he returned to the workbench to finish up one more project. After 10 p.m., he walked quietly into his office to find someone bent over the drawer in which he keeps the bike features filed. Bike features are our most prized possessions, our lifeblood. Each one represents a man's life dream come to fruition, and we treat them with the utmost respect. When he saw the slimy silhouette leaning over the drawer he knew instantly it could be only one individual. "Clean Dean," Bandit barked, "whatdafuck do you think you're doing?"

"Well, ah," the ol' graybeard stammered, "I saw this bike at the Anaheim show, and I thought ..."

"You thought shit," Bandit said. "Take your beer cans, your respirator and →

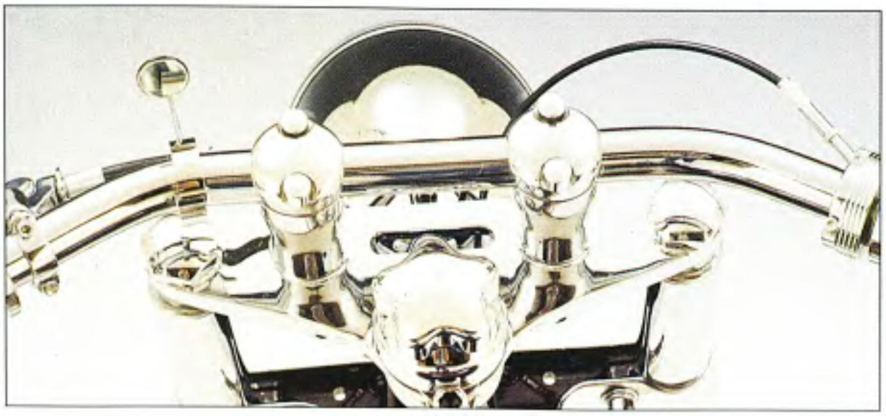
ONLY THE FINEST FOR OUR READERS



oxygen bottle, and your damn cane back to your smoke-infested shithole. That bike owner deserves the best and he's gonna get it."

"But I thought you only featured yuppie bikes," Dean countered.

"Listen, ya dinged Shovelhead," Bandit barked, "we feature the best, by the best beginner or professional. Hell, I hope every biker's successful in his own right, goddammit." Dean, the hardworking editor of *Biker*, put the file down on Bandit's desk and sulked out of the office. Two weeks prior, Clean and his crew had snagged a couple of models



from our Exotic Dancers shoot behind Bandit's back. Paybacks are a mutha.

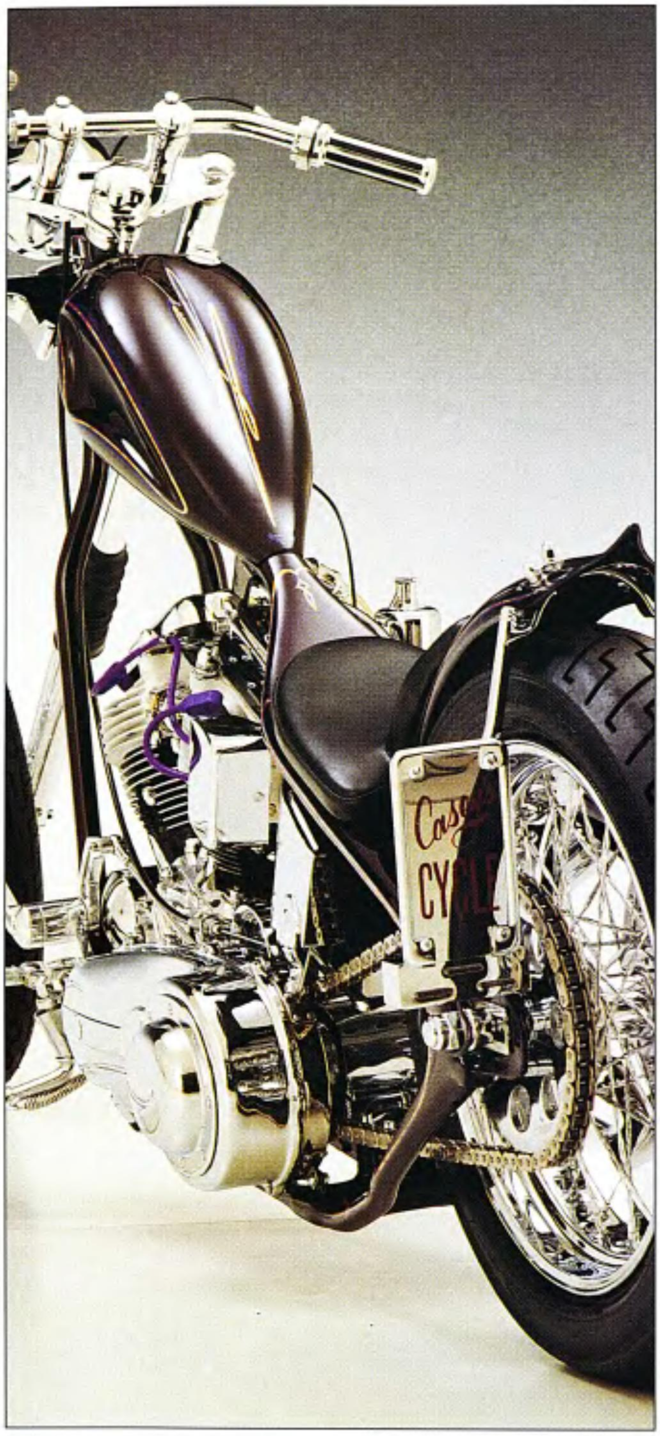
I gotta back Bandit on this selection, though. This exquisite Panhead won Best Of Show in the Radical Class at our *Easyriders* Bike Show in Anaheim in January. It's a classic chop and represents exactly what Bandit proclaims at every meeting, and every time someone jams him about the bikes we feature: "Goddammit," he always says first and last, "I don't care what style it is—show, race, rat, Evo, Pan, or Shovel. We want the best example of whatever style it is. Our readers deserve the best, and →

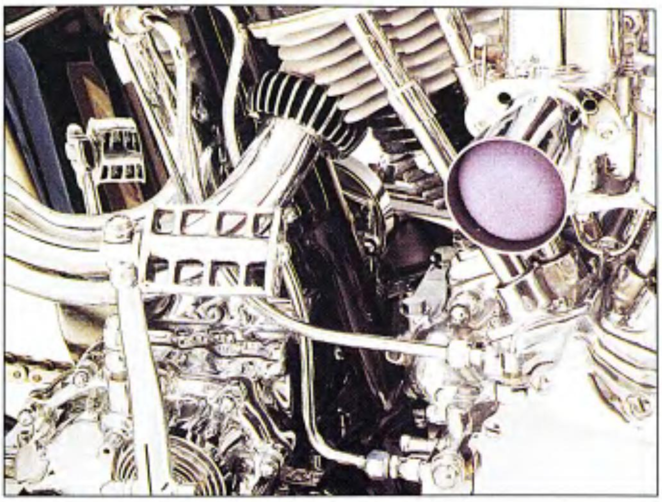
goddammit [there he goes again], we're gonna give it to them, goddammit."

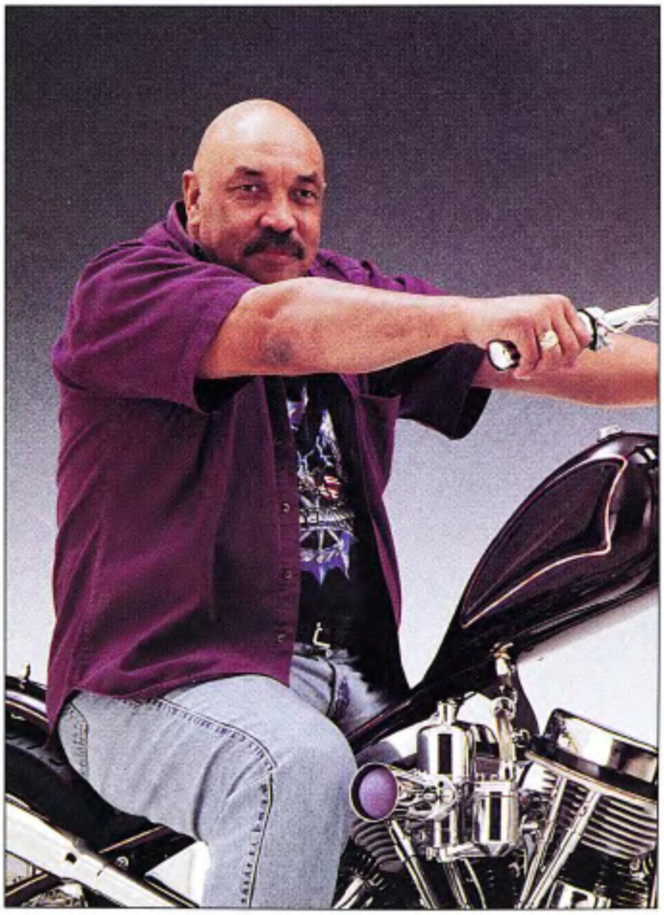
Check the clean lines of the frame, the supreme detailing of the engine, and the classic, welded brackets. George and his bros at Casey's Cycle, a 40-year-old shop in Pacoima, California, performed the ultimate in style and function with a machine that grew up in the '70s and still flies in the '90s. —*Renegade*

1ST PLACE: RADICAL CLASS

Easyriders Bike Show, Anaheim, California, January 4, 1997. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1998.







Owner: ...B. George
City: ...Los Angeles, California

General

Fabrication: ...Casey's Cycle, Pacoima
Year and make: ...1948 Harley-Davidson
Model: ...FL
Value: ...not as much as my lady
Assembly: ...Casey's (818) 899-9519
Chroming: ...Casey's Cycle

Engine

Year and model: ...1948 Panhead
Rebuilder: ...Casey's Cycle
Ignition: ...points
Displacement: ...86 cubic inches
Lower end: ...UL wheels
Balancing: ...Casey's Cycle
Pistons: ...M.C.
Cases: ...1948 H-D
Heads: ...1965 H-D outside oilers
Cam: ...Sifton
Carb(s): ...SU, Rivera Engineering
Pipes: ...fishtails by Casey's
Modifications: ...velocity stack air cleaner, balancing by Casey's

Transmission

Year: ...1965 H-D
Modifications: ...various

Paint

Molding: ...B. George and Junior
Painter: ...Gary The Painter
Color/type: ...purple grape/lacquer
Special paint: ...pinstriping by Walt

Frame

Builder: ...H-D, Casey's modified
Type: ...wishbone stretch
Modifications: ...2 1/4-inch rake 6-inch front/4-inch rear stretch

Accessories

Bars: ...drag, Casey's
Fender(s): ...Casey's custom
Headlight: ...Headwinds
Taillight: ...Casey's
Pegs: ...Performance Machine
Electrics: ...12-volt
Gas tank: ...1.2-gallon, Casey's
Oil tank: ...horseshoe, modified by Casey's
Seat: ...Le Pera
Mirrors: ...small
Grips: ...Mirage

Forks

Type: ...wide glide
Modifications: ...16 over, chrome moly

Wheels

Front

Type: ...star hub/H-D
Size: ...21-inch
Tire: ...Dunlop
Brake: ...none

Rear

Type: ...Akront rim, twisted spokes
Size: ...18-inch
Tire: ...Dunlop
Brake: ...Performance Machine disc

Photos: ...Raiko Hartman

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Hollister's 50th

That's right. The necessary permits have been secured, and the 50th Anniversary of the 1947 Hollister Motorcycle Rally is just around the bend. The event will be an action-packed weekend of motorcycles, vendors, concerts, and much more, and will be held July 4-6, 1997. It will be located south of the Hollister airport between Hwy. 25 and Hwy. 156 on 60 acres of land. Hollister is located in Central California 90 miles south of San Francisco and 30 miles from scenic Hwy. 1. There is excellent riding on the winding mountain roads of Hwy. 25 and beautiful coastal Hwy. 1.

Major sponsorships are available, which includes your logo on ads, booth space, test rides, and rally participation. They have vendor booths and show truck spaces available. For vendor and sponsorship info call Sandy or Stephanie at (408) 633-2500.

All area hotels and motels are welcoming this event. For room info call (888) 99WILD-1, fax (415) 252-1483 or e-mail (event@cal-res.com). For discount flight reservations to Bay Area airports contact Steinbeck Travel at

(800) 611-9923. For camping: (408) 424-0658 or (408) 424-0659. For official event program advertising call Reg Kittrelle at (408) 438-7882.

Come to Hollister to celebrate the 50th Anniversary of the "Wild One." It will only happen once! Hollister welcomes you to town to celebrate this historical event.

Watch for a complete guide to the Hollister action in thte next issue, July 1997 (#289).

Moving In Mass.

With the repeal of the National Helmet Law last year in Washington, D.C., the opportunity to repeal the states' helmet laws has never been better.

In Massachusetts, helmet law repeal bills have been authored and filed for the upcoming legislative session and the process now begins toward passing the bills into law. In the Massachusetts Senate, the bill, Senate No. 1103, was filed by Sen. Robert Hedlund (R-Weymouth). A companion bill in the Mass. House of Reps. has also been filed by Rep. Ronald Mariano (D-Quincy). Filing the bills in both houses, by both parties, will bring immediate attention to our fight in both houses and qualify the bills as bipartisan.

Riders need to keep in touch and get regular legislative updates. Contact (MMALegislative@juno.com) and request to be placed on the legislative update list or write to the Mass. Motorcycling Activists at P.O. Box 44, Quincy, MA 02269. Regular legislative updates will also be included on a recorded message at the MMA (800) 432-1662

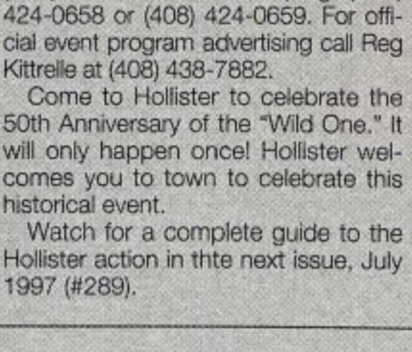
—Bill Gannon

Just Say "Yes"

Right after the passage of Prop. 215 in California, the feds launched a prohibitionist propaganda campaign aimed against the medical use of marijuana.

Much like the helmet hoax and public burden theories directed toward bikers, the anti-marijuana forces are working overtime to save us from ourselves and reefer madness. But what the feds don't get is the fact that they've lost all credibility on the subject (including seat belts and air bags), by lying to the American people for the last 30 years about the dangers of marijuana!

Self-serving career bureaucrats in Washington, whose jobs depend on



continuing marijuana prohibition, are now telling the people of California, who collected over 775,000 signatures, that they can't be trusted with the vote.

If you research the anti-drug laws, they're based on the fact that the federal government considers people commerce. This twisted reasoning allows them to continue the irrational prohibition on marijuana by using the interstate commerce clause in the Constitution. So, by this reasoning, we're nothing more than commerce to be regulated as the feds see fit.

However, after the results of the last election, I'm optimistic that the voters of California will figure out a solution to this problem of a nonrepresentative federal government. And with that said, it's time for a "bowl full."

—Twiggy

HALL OF FAME
WES YEARGIN

Photo: courtesy of MMA

Senator and Mrs. Ben Nighthorse Campbell with Wes Yeargin (center).

Wes Yeargin, business manager and lobbyist for the MMA (Modified Motorcycle Association) died of a heart attack on Tuesday, January 21, 1997. Wes was a friend of mine. We associated both on a personal and professional level, and we had scheduled his induction into the *Easyriders* Hall of Fame for a later issue. I'm sorry to say that circumstances forced us to move it up.

Wes was born in Holtville, California, in 1934 and moved to Sacramento when he was seven, went to school there and was a five sport Letterman.

Wes came to work for the MMA shortly after the death of his friend, Ron Roloff, who most should remember as the political powerhouse of the MMA. Wes was instrumental in lobbying legislators, both in Sacramento, California, and in Washington, D.C. He was also invaluable in helping organize the MMA's Sacramento Toy Runs every December, drawing upwards of 15,000 riders for every event. He and the contacts he brought with him helped run the MMA more efficiently and effectively, doing all he could for bikers everywhere.

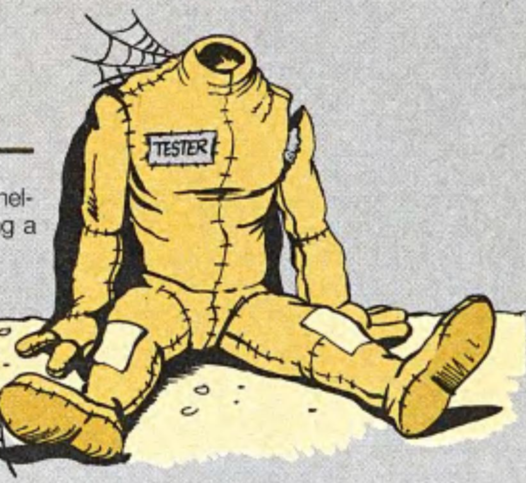
Wes was active in the nonbiker community as well. He was a Little League coach and manager and was a past president of the Pocket Little League and Kennedy Valley American Legion Baseball Boosters' Club.

Wes and I worked the halls of the State Capitol together many times and he counted among his friends, as is seen here, Senator and Mrs. Ben Nighthorse Campbell. He was always ready with a helping hand or word.

Wes is survived by his wife, a daughter, two sons, four grandchildren, and a brother.

—Oz

TIME TO TEST-IFY
HELMETS ARE UNSAFE



After repeated warnings from automobile manufactures and consumers alike on the inherent dangers of government mandated air bags, the "Safety Nazis" were forced to admit the devices had indeed caused many deaths and serious injuries.

Air bags were only tested with crash test dummies of average height and weight. The testing didn't include children and small adults. Therefore, the testing was incomplete and proves that government mandated testing procedures of safety items are imperfect, and can result in safety equipment that is not safe.

All motorcycle helmet laws in the U.S. are based on Federal Motor Vehicle Safety Standard-218. FMVSS-218, a testing procedure written in 1966, does not include the use of a crash test dummy, does not include the use of a bike, and does not even simulate an accident like a car turning left in front of a rider. Testing of motorcycle helmets is only done in a lab using a head form with no neck, body, or any vehicle at all.

If FMVSS-218 truly had the safety of *real* people in mind, testing would include using crash test dummies of all sizes and shapes mounted on all types of bikes. They'd have sensors in the head and neck areas to record the effects of wearing all types of helmets. Testing would also include real-life accident situations.

Motorcycle helmets bounce on impact, resulting in increased brain and neck injuries. The laws of physics state that a 5-pound helmet traveling 60 mph becomes a 300-pound weight on impact, and you can't repeal the laws of physics! Your neck is the weakest link in your body, and the extra weight of a helmet can and will break your neck. Present testing requires simulated impact speeds only below 15 mph, and motorcycles are ridden at a higher rate of speed than that.

It's obvious that helmets are not designed for the safety of riders, but only to pass FMVSS-218. If you live in a helmet law state you should write your elected officials and ask them to look into the inadequacies of FMVSS-218.

—Steve "Red" Barron
ABATE of California

BROS CLUB CHAPTERS
CROPPIN' UP LIKE CORN

Photos: Gregg Daniel

By the time this hits the newsstand it will be riding season for almost everyone. So I wanted to talk about our Bros Club Chapters, which are cropping up all the time at our *Easyriders* stores throughout the country.

We now have 13 Bros Club Chapters nationwide waiting for you to join: Columbus, Ohio; Gaithersburg, Maryland; Las Vegas, Nevada; Chicago, Illinois; San Diego, California; Fayetteville, North Carolina; Austin, Texas; Denver, Colorado; Reno, Nevada; New Orleans, Louisiana; Fresno, California; Detroit, Michigan; and Dallas, Texas.

The Bros Club Chapters are social clubs with no b.s., just out to have fun. They're dedicated to motorcycle freedom without any politics. Stop in and introduce yourself to the Chapter representative, and if the *Easyriders* Store in your area does not have a chapter, ask them why not. Offer your services—who knows maybe you can help get one off the ground.

Most of the chapters try to have at least two activities a month if not more, and I will be on the road again this year to help all I can.

We just finished with the Detroit, Michigan, Bike Show at Cobo Hall and had a fantastic turnout. The Bros Club Chapter from the *Easyriders* Store in Mount Clemens, Michigan, showed up in style in a yellow school bus, so they could enjoy the party, and not have to worry about getting home. Now that makes a statement. Two of our Bros Club members from Chesterton, Indiana, Chuck Samilia and Howard, drove up to give me a hand with the judging and whatever else they could help with—thanks bros.

The weather for the show was sunny and cold but good enough for a terrific turnout. Michigan's finest showed up to see more bikes than they are used to seeing in one place at this time of the year. Of course the Bros Club members had a terrific view of the show as they sat in the Bros Club Lounge located on the second floor above the show. Speaking of the Detroit Bros Club Chapter, they now have 173 members.

I have go now—it's 80 degrees outside and I can't stay inside any longer and waste all this good weather. Sparky just hasn't been getting the attention she needs, with all this rain we have been having this year. So I'd better take her outside.

Let me know what's happening in your area, maybe I can stop by and visit for a spell. Write: Gregg Daniel, c/o Bros Club, P.O. Box 3000, Agoura Hills, CA 91376-3000, or contact me via e-mail at BrosClub1@aol.com.

—*Gregg Daniel*

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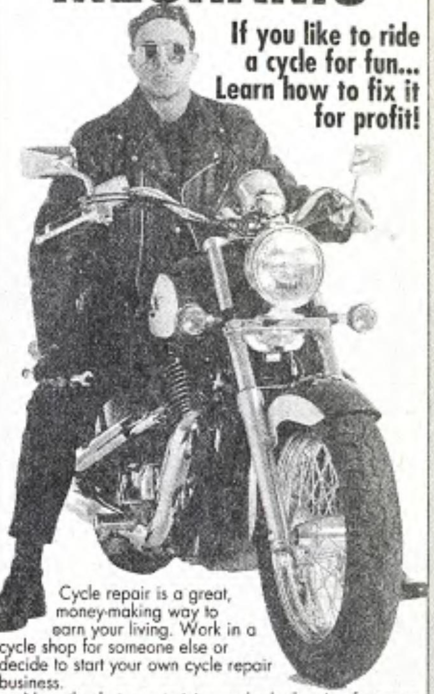

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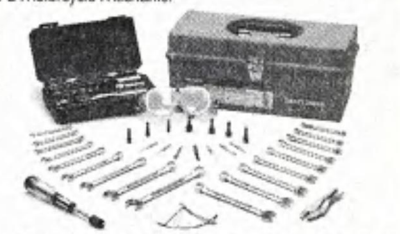

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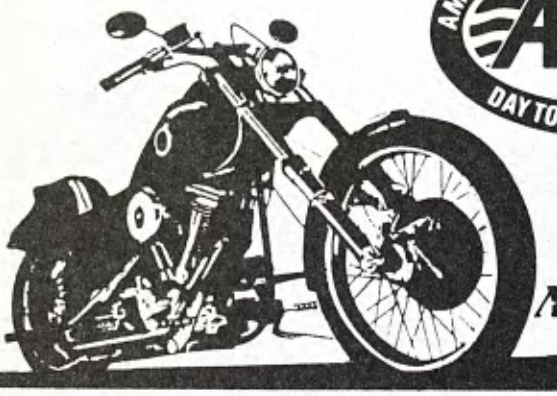

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ENEMY WITHIN

Imagine for a minute that ABATE formed its own football team and competed as the newest expansion team for the National Football League (NFL). Then imagine that the whole team showed up for every game with baseball equipment, expecting to win. Obviously, we would lose each and every game.

Well, this is exactly what used to happen with motorcyclists when we had protest rallies, spewed epithets, and treated legislators with disrespect.

Things have changed. As bikers, we learned the rules, did our homework, and started playing the game the same way our opponents played. Believe me folks, we played to win—and win we did. And that's exactly what we now do best.

Unfortunately, within our own ranks are certain individuals who would like to revert back to the old, unsuccessful way. This is not any attempt to destroy our cause, but because it is not well understood to everyone that the best way to do things is not always the fastest way.

If we are to win this fight to stay in the game, we must stand firm and carry on as we have been doing. If not, we'll be our own worst enemies. And allowing this "beast of fatal impatience" to thrive will only end up splitting us apart.

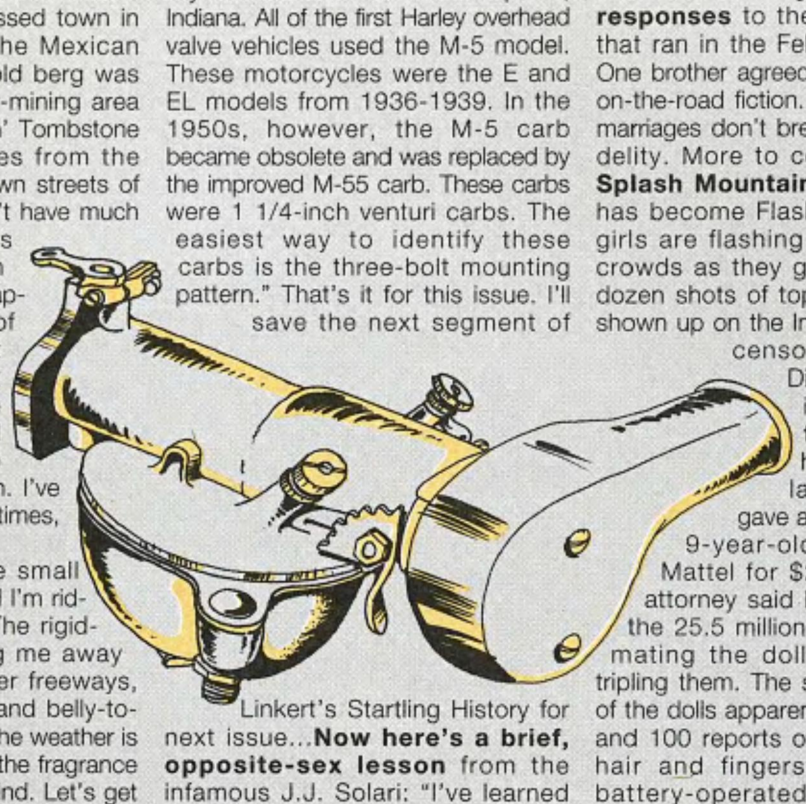
It is imperative that we continue our mission as we have been doing and at the same time have every biker's support—regardless of how fast they think things should be happening.

Remember, it's a long drop from where we are now to where we once were.

—Dave Maxwell
ABATE of New Jersey

SHORT STROKES
THE MADDING CROWD

I've got a two-wheeled dream. It involves a small, depressed town in Arizona overlooking the Mexican Border. The dried-up old berg was once a thriving, copper-mining area 40 miles from gunslingin' Tombstone and a half dozen miles from the honky-tonk, saloon-strewn streets of Bisbee. This joint doesn't have much to offer but open roads and the romantic notion of crossin' a distant, chaparral-bordered patch of desert to the wild, dirt streets and all-night action of Naco on the Mexican border. It's all there laid out before me like a Spaghetti Western. I've been there a couple of times, gazed down the barren 20-mile stretch to the small town in the distance and I'm riding back in a month. The rigid-framed West is calling me away from bumper-to-bumper freeways, elbow-to-elbow joints, and belly-to-butt lines at the banks. The weather is clearing and I can smell the fragrance of her perfume on the wind. Let's get to the news, we've got some interesting shit this issue... **First, I want to congratulate** Steve Phiel from the factory's public relations department, and Harley-Davidson of New Orleans for their presence at the Super Bowl. Not bad...**According to the *Wall Street Journal***, BMW is putting the final touches on a low-slung motorcycle that may threaten the Harley-Davidson market. The plan is to launch it this summer, probably at Sturgis. Michael Ganal, the managing director of the motorcycle division, said, "You can be sure it won't be a copy of the Harley." We'll see... **And here's my history lesson for the day**. A couple of issues back I touched on Linkert carburetor specs with the help of Michael D. from *Easyriders* of San Diego. Since then, new information is coming to the surface including this from Michael: "Originally, this carb contained the inscription, 'Langsenkamp-Linkert Carburetor,' but the company later produced the carburetor with L&L Manufacturing Co. embossed on the side. The Linkert M Series Carb was produced with an all-brass body in my hometown of Indianapolis, Indiana. All of the first Harley overhead valve vehicles used the M-5 model. These motorcycles were the E and EL models from 1936-1939. In the 1950s, however, the M-5 carb became obsolete and was replaced by the improved M-55 carb. These carbs were 1 1/4-inch venturi carbs. The easiest way to identify these carbs is the three-bolt mounting pattern." That's it for this issue. I'll save the next segment of Linkert's Startling History for next issue...**Now here's a brief, opposite-sex lesson** from the infamous J.J. Solari: "I've learned one thing about women. You can do what you want, all you have to do is tell them you love them, and deny any and all accusations of unfaithfulness. As long as you don't admit anything, they are not put in the political situation of defending their 'position' and by that I mean their position as a woman. Women, even, and I should say especially, the shit-kickin' cowboy gals and gingham, pigtails, butterchurnin' types are loyal to only one thing: womanhood. I have heard of one defending her offspring, but that's on rare occasions. Universally, they will toss you out, if they are 'made to look bad.' It's like being pals with a cop and then offering him a joint. You are putting him in a very precarious position and he is going to be forced to be a cop, because you have made it dangerous for him not to be a cop, if he chooses not to be a cop at that moment. In other words, the consequences to him will be far less if he arrests you, than they could be if he doesn't. I mean, he can't take the gamble. Same with women."...



I've received my first couple of responses to the "ProHo" fiction that ran in the February '97 issue. One brother agreed by wanting more on-the-road fiction. Another said that marriages don't break up due to infidelity. More to come...**It seems Splash Mountain at Disneyland** has become Flash Mountain. The girls are flashing their tits at the crowds as they go by and over a dozen shots of topless babes have shown up on the Internet. The tightly censored security at Disney is investigating...**OK, here's the latest** on the hair-eating doll lawsuit, as if you gave a shit. Parents of a 9-year-old girl are suing Mattel for $25 million. Their attorney said he came up with the 25.5 million number by estimating the doll's profits, then tripling them. The snacktime version of the dolls apparently bite and chew and 100 reports of children getting hair and fingers caught in the battery-operated mouths have caused the company to recall them...**Albuquerque Police Chief** Joe Polisar prefers Harleys over Kawasakis. The department's been straddling the foreign make since 1979 and he wants to replace all 36 units with American-made Harleys. But there's some dispute over the $8,000 current price tag over the $13,000 Harley. The chief believes the Harleys are more durable, have better resale, and dammit—they're made in America. Nearly 1,000 departments in the continental United States run Harleys...**As the warm air replaces the cold** chip in the computer of the gods and the weather warms, I don't know about you, but my feet are dancing toward the door. I'm scrambling to build my next putt. I'm ready for another exciting riding season, romance in the wind, new iron under my ass, and the heart of the biker riding spirit and two-wheeled asphalt brotherhood. Hold me back.

—Bandit

P.S. Thanks to Michael D., Twiggy (Silver Spoke Award Recipient), Herm, and Parkay.

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You got it—just make a purchase of $50 or more and ask for your free copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

LIBERTY
TREE

It took much time and frustration to finally get it together, but the end result was the completion of the Liberty Tree, now on display at the Motorcycle Riders Foundation (MRF) Washington, D.C. office. A new tradition has been created that carries forth the essence of America.

In the days before the American Revolution, people gathered around

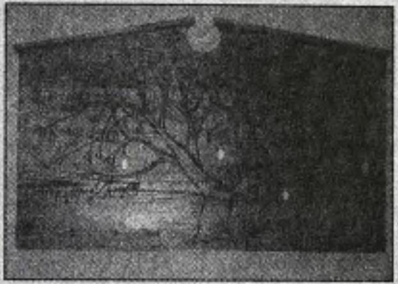

Photo: Carol Simpson

large trees on the town common in villages and towns all over New England to hear news from afar and patriotic speeches. As time went by and the exchange of ideas became more open and free, these trees became known as Liberty Trees. If a town had no trees on their common, a pole or an old ship's mast would be erected to substitute for the tree.

Soon, the British decided that they couldn't tolerate this free flow of ideas and made the tree illegal. However, the word was spread far and wide and the legend of the Liberty Tree became truly American. Since then, a new nation was born and continues to represent freedom and liberty.

From the materials used to the spirit of unity and volunteerism, many of these same principals were employed in the creation of the MRF Liberty Tree. Tom "Hitch" Mitchell, a respected artist of Norridewock, Maine, drew the tree "full size" on butcher paper. Jon Marsh, the wood carver from Boothbay, Maine, completed the carving. Kevin Cole, Jeff Pendelton, and David Tadkte of The Maine Trading Post/Furniture Services of East Boothbay, did the cutting, gluing, and surface planing, and Alaska's Scott Hamann, MRF's director of membership, created the metal leaves.

If you find yourself in Washington, D.C., for any reason, be sure to stop by the MRF office and check this beauty out. It's magnificent!

—Greig Perkins

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RUN FOR THE WILD

Lions, and tigers and bears, oh boy! *Easyriders* 5th Annual "Run for the Wild" Family Picnic will take place on June 22, 1997. The event benefits Martine Colette's Wildlife Waystation, an organization which rescues and rehabilitates sick, abandoned, or mistreated wild and exotic animals from around the world. Prides of lions with their cubs and a pack of timber wolves are just a few of their 1,100 permanent animal residents. The Waystation, located in the scenic Los Angeles National Forest and founded by Martine, is an international, non-profit organization supported solely by donations, memberships, sponsorships, and fundraising events like this one.

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Participants can collect pledges to win *Easyriders* merchandise while the $25 entry fee per person includes a one-year membership to the Wildlife Waystation, access to the Safari Village, an all-you-can-eat BBQ and vegetarian lunch. Also, the first 2,000 people will receive special ride pins, and there'll be vendors, a silent auction, a "California Girls" dunk tank, T-shirts, door prizes, and free parking. This event is also AMA sanctioned. Special thanks goes to the Southern California Harley Riders Assn., Panorama Press, Budweiser, Hamsters MC, Christian MC, Goldwing Touring, Roadware, Centerstaging, *Truckers News*, Mountain Valley Water, Capitol Records, Carvin, Pignose, and Fender guitars and amps.

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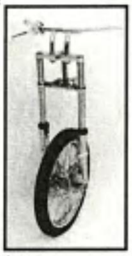

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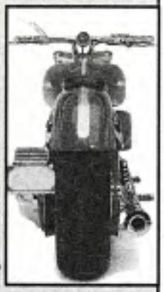

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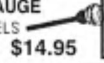

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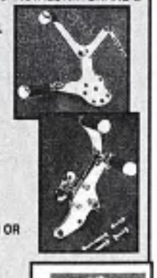

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WHAT'S HAPPENING

ALASKA
Annual Break Up Run
Date: May 17-18
Place: Anchorage
Info: (907) 248) 7828

Destination Seward Run
Date: June: 7-8
Place Anchorage
Info: (907) 522-8574

Rally in the Valley
Date: June: 14-15
Place: Chugiak
Info: (907) 522-8574

ARIZONA
Spring Run in Prescott
Date: May 3-4
Place: Prescott
Info: (520) 639-0318

American MC Expo '97
Date: June 14-15
Place: Phoenix
Info: (602) 395-0627

ARKANSAS
Run-What-Ya-Brung
Date: May 10-11
Place: Centerville
Info: (501) 888-1112

Retread Round-up
Date: June 1-4
Place: Ft. Payne
Info: (334) 285-9478

CALIFORNIA
Freedom Rally
Date: May 5
Place: Sacramento
Info: (916) 442-4727

Bikefest
May 23-26
Place: Mariposa
Info: (916) 442-4727

M.S. M/C Ride
Date: May 4
Place: Accessories Unlimited, Newhall
Info: (818) 247-1175

ABATE Regional Rally
Date: May 9-11
Place: Lake Elsinore
Info: (909) 359-3267

Vintage Cycle Rally
Date: May 17
Place: Hanford
Info: (916) 442-4727

West Coast Bikefest
May 23-26
Place: Mariposa
Info: (916) 442-4727

Motorcycle Jamboree
Date: May 23-26
Place: Tulare Fairgrounds
Info: (909) 875-3848

Redwood Run
Date: June 13-15
Place: Piercy
Info: (707) 247-3424

Run For the Wild
Date: June 22
Place: Malibu
Info: (818) 899-5201

Bridgeport Jamboree
Date: June 27-29
Place: Bridgeport
Info: (619) 932-7500

CONNECTICUT
SuperRide
Date: May 3
Place: Moodus
Info: (860) 285-8948

CRMA Breakout Party
Date: May 4
Place: Woolcott VFW
Info: (860) 585-6684

FLORIDA
Southern II, Wall South Run
Date: May 23-26
Place: Pensacola
Info: (904) 478-7896

IDAHO
Iowa/Illinois M/C Awareness Rally
Date: May 3
Place: Meriden Park
Info: (208) 343-7452

ILLINOIS
Marble Run
Date: Ends Oct. 4
Place: Edwardsville
Info: (618) 224-9180

Iowa/Illinois M/C Awareness Ride
Date: May 3
Place: Moline
Info: (319) 391-0944

ABATE Freedom Rally
Date: May 4
Place: State Capitol, Springfield
Info: (800) 872-2283

INDIANA
Early Bird Rodeo
Date: May 4
Place: Tippecanoe Co.
Info: (317) 422-8040

Blazing Saddles Bike Show
Date: May 30-June 1
Place: Posey County
Info: (317) 422-8040

M/C Awareness Ride
Date: June 1
Place: Madison County
Info: (317) 422-8040

Ultimate Bike Show
Date: June 7
Place: Porter County
Info: (317) 422-8040

Northeast Bike Pulls
Date: June 13-15
Place: Whitley County
Info: (317) 422-8040

Summer Slam '97
Date: June 21
Place: Clinton County
Info: (317) 422-8040

June Bug Jam
Date: June 21-22
Place: Region 9 ABATE
Info: (317) 422-8040

KANSAS
Spring Lake Run
Date: May 3
Place: Dorrance
Info: (913) 666-4377

Bike Show & Swap
Date: May 2-4
Place: Neodesha Airport
Info: (316) 378-3211

River City Blowout
Date: May 23-26
Place: Wichita
Info: (316) 264-3110

KENTUCKY
Hell's Neck Boogie
Date: June 6-8
Info: (502) 785-4025

LOUISIANA
Ride For Life (MDA)
Date: May 9-11
Place: Alexandria
Info: (318) 473-0031

Freedom Run & Rally
Date: May 15-17
Place: Baton Rouge
Info: (800) 393-5966

MAINE
Weekend Behind the Barn
Date: May 23-26
Place: Grant's Farm, North Saco
Info: (207) 282-6968

MARYLAND
Pre-Run to the Wall Party
Date: May 23-24
Place: *Easyriders* Store, Gaithersburg
Info: (301) 670-4644

Run to the Wall
Date: May 25, 10 am
Place: *Easyriders* Store, Gaithersburg
Info: (301) 670-4644

MASSACHUSETTS
M/C Awareness Run
Date: May 3
Place: Boston
Info: (800) 432-1662

MICHIGAN
Helmet Protest
Date: May 11
Place: Lansing
Info: (810) 693-6068

Helmet Protest
Date: June 5
Place: Lansing
Info: (313) 421-4367

MISSOURI
SEMO Run What Ya Brung
Date: May 17-18
Place: Rueslers Gulch (near Appleton)
Info: (314) 421-7246

Mid America Freedom Rally
Date: May 23-26
Place: Buckhorn
Info: (573) 761-3992

MONTANA
Campout Party
Date: June 21-22
Place: Lewistown
Info: (701) 538-1831

NEVADA
Hog Roast
Date: May 16-17
Place: Goldfield
Info: (702) 870-6121

Big Dog 500 Mile Run
Date: May 18
Place: Las Vegas *Easyriders* Store
Info: (702) 368-7808

MDA Parade
Date: June 1
Place: Yankee M/C Traders, Spring Mnt. Rd. & Wynn Rd.
Info: (702) 364-1325

Jack Creek Run
Date: June 20-22
Place: Elko
Info: (702) 738-5226

Benefit for Nevada Child Cancer Foundation
Date: June 22
Place: Las Vegas *Easyriders* Store
Info: (702) 368-7808

NEW HAMPSHIRE
74th Laconia Bike Week
Date: June 8-15
Place: Louden
Info: (603) 366-2000

NEW JERSEY
Awareness Run/Party
Date: May 18
Place: Sandy Hook
Info: (908) 549-1990

NEW MEXICO
Motorcycle Rally
Date: May 23-26
Place: Red River
Info: (800) 348-6444

NEW YORK
Am-Jam
Date: May 30-June 1
Place: Sunshine Fairgrounds, Cobleskill
Info: (518) 346-0521

Harley Rendezvous
Date: June 20-22
Place: Mariaville
Info: (518) 864-5659

Hunter Harley Fest
Date: June 4-6
Place: Lake George
Info: (518) 589-5082

NORTH CAROLINA
Charlotte Mountain Run
Date: June 27-29
Place: Charlotte
Info: (704) 399-3990

OHIO
Buckeye Bash
Date: May 30-June 1
Place: Buckeye Lake
Info: (614) 928-0706

June Jam
Date: June 27-29
Place: Roundhead
Info: (800) 25-Biker

OKLAHOMA
Brothers of the Third Wheel Meeting
Date: first Sunday of each month
Place: Skyline Restaurant, OKC
Info: (405) 672-5173

End of Leather Weather Campout
Date: May 3-4
Place: Muskogee
Info: (918) 834-6112

OREGON
Fossil Campout
Date: May 24-27
Info: (503) 285-4329

Run to the Sun
Date: June 21-22
Info: (503) 285-4329

Iron Horse Rodeo
Date: June 27-29
Place: Selma
Info: (541) 479-7466

Coos River Run
Date: June 28-29
Info: (503) 257-0172

PENNSYLVANIA
10th Ride For Life
Date: May 4
Place: Sinking Spring
Info: (703) 385-7186

Freedom Weekend
Date: May 9-11
Place: Shellville
Info: (717) 234-3777

20th Annual State Party
Date: June 20-22
Place: Hazen
Info: (717) 234-3777

RHODE ISLAND
Motorcycle Expo
Date: May 18
Place: Warwick
Info: (401) 624-3706

Ratfest
Date: June 1
Place: Johnson
Info: (401) 624-3706

SOUTH CAROLINA
Myrtle Beach Rally
Date: May 14-17
Place: Myrtle Beach
Info: (800) 356-3016

TEXAS
TMRA State Meeting
Date: May 17-19
Place: Eagle's Landing, Abilene
Info: (800) 222-0913

VIRGINIA
Valerie's Memorial Run Against Child Abuse
Date: May 16
Place: Winchester
Info: (352) 237-7514

NCOM M/C Rights Convention
Date: May 8-10
Place: Holiday Inn, Richmond
Info: (703) 787-9036

WASHINGTON, D.C.
Rolling Thunder 10 Run to the Wall
Date: May 25
Place: N. Pentagon Parking Lot
Info: (209) 542-1708

WYOMING
Run to the Middle
Date: June 22
Place: Casper to Wheatland
Info: (307) 266-1548

RACING EVENTS
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ECRA: (609) 652-1159
AHDRA: (919) 229-4877
AMA: (614) 891-2427

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Tattoo Magazine Artistry In Ink Tour '97

May 24-25
Anaheim Convention Center
Anaheim, California

May 31-June 1
Solano County Fairgrounds
Vallejo, California

For more info on all Easyriders events call (818) 597-2686

To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214

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PASSING GAS

"I've got a date tonight, Dad. Can I borrow the knockout drops?"

"Hey, bitch, where do ya keep yer books on etiquette?"

The trial was going badly, and the accused told his lawyer, "Look, if you can get me off on this racketeering charge, there's a hundred grand in it for you."

"You've got a deal," said the attorney. "Produce some witnesses."

The defendant did so and, sure enough, the jury soon delivered an acquittal.

"I'll take that hundred grand now," said the lawyer after the verdict had been read.

"Produce some witnesses."

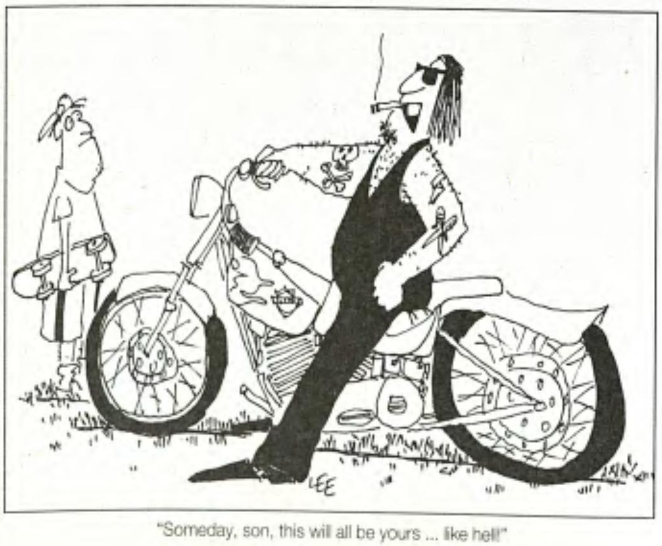
Sprockethead
Aptos, Calif.

Standing at the counter of a small neighborhood liquor store, Snake was paying for a six-pack when suddenly a truck backfired nearby with two loud bangs. The clerk instinctively hit the floor, face down, before realizing what it was.

Embarrassed, the clerk got to his feet and peered sheepishly over the counter, only to see the biker also hugging the ground in a prone position. "Riyadh, Saudi Arabia," said the clerk.

"L.A. freeways," said Snake.

Risky
Takin' Chances



"Someday, son, this will all be yours ... like hell!"

Peddling his wares in the West, a traveling salesman stopped in a local saloon to wet his whistle, and he ended up staying for a few beers too many. As the salesman got more and more shitfaced, he started running down the state of the country under the current administration, ending his bombastic tirade by shouting, "President Clinton is a horse's ass!"

That was too much for one of the patrons. Getting up from a group of his friends, a burly cowboy stomped over to the salesman and cautioned, "I'd hold my tongue if I were you, stranger."

"Why should I?" slurred the tipsy salesman. "And how can you defend that sorry, miserable horse's ass anyway?"

"I'm not," the big guy replied, "but this here's horse country, pardner."

Doc Tillis
Denton, Texas

You have a brand-new 1997 Honda Gold Wing and a full tank of gas. So what's missing?

The match.

Fat Boy
Denver, Colo.

Mongo, the biggest biker in the joint, was showing off. He picked up an orange in one giant hand and squeezed the juice out of it until it appeared bone-dry. "Any asshole that can get another drop outta this orange," he challenged, "I'll kiss his ass and give him a hundred bucks!"

Several bros stepped forward to give it their best shot, but one at a time, each of them failed. Just then, a little, frail dude wearing spectacles advanced and said he'd like to give it a try. He took the crushed fruit and, to everyone's amazement, squeezed out a half-glass of juice.

"Howdafuck can a little shit like you squeeze like that?" Mongo demanded, dumbfounded.

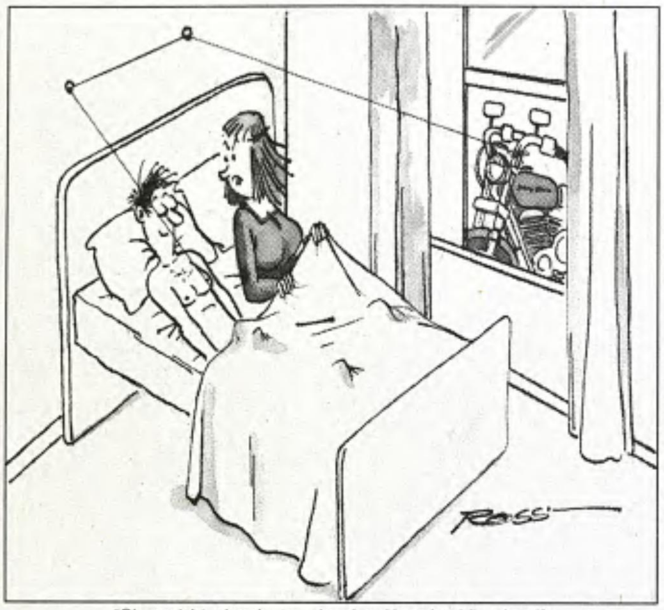
"Simple," said the dude. "I'm with the IRS."

Dave's
Not Here

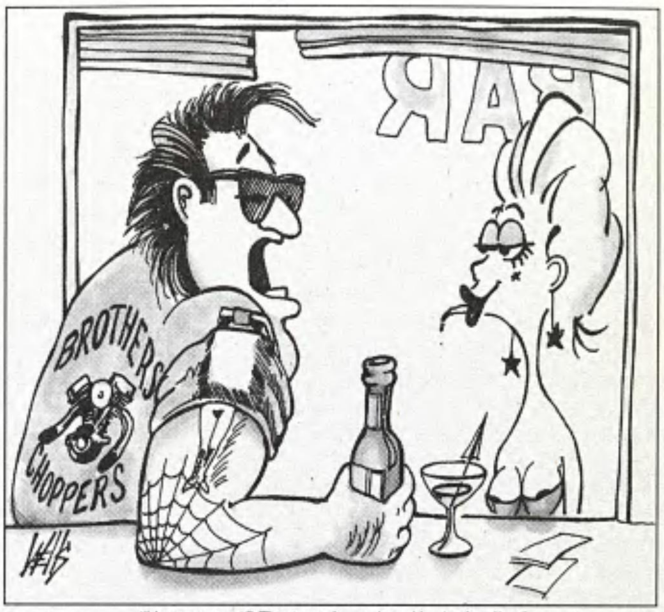
One bleached blonde asked the other, "Hey, how many days start with the letter T?"

The second blonde considered the question and said, "Well, let's see, first there's today, then there's tomorrow . .

Sandman
Tenn. Colony, Texas



"Oh, awright, already—go ahead and buy that bike alarm!"



"Have we met? The top of your head looks familiar."

Jake and Mad Mike were at Heaven's gate, waiting to be interviewed by Saint Peter, when they struck up a conversation.

"How'd you get here?" asked Jake.

"Hypothermia," replied Mad Mike. "You?"

"Long story," began Jake. "I was sure my ol' lady was fuckin' around on me, so I came home early one day, hopin' to find the guy. I accused her of bein' unfaithful and searched the whole house, with no luck—and I got so pissed off at not findin' him, I had a massive heart attack and died."

"Shit, man," Mad Mike sighed. "If you'd just checked the walk-in freezer, we'd *both* be alive."

M. Anderson
Jackson, Mich.

Slowpoke walks into the doctor's office. He's got a carrot in one ear, a banana in the other, and a French fry jammed in each nostril. He says, "Doc, I feel lousy."

The doctor says, "You're just not eating right."

James Wheway Jr.
Milford, Conn.

What's the difference between Miraculous Mutha and Tammy Faye Baker?

Miraculous Mutha doesn't try to hide her ugliness.

Slick
Tennessee

"Well, Dr. Sims! It would appear you have evoked an ancient curse of some kind!"

"You'd better leave town before he wakes up."

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

TALKING TECH

THE PRIMARY QUESTION

I purchased a 1980 Wide Glide two years ago that came with a 1.5-inch Karata primary belt drive. The unit was totally enclosed with the original primary cover and aftermarket inspection covers, none of which is vented. This belt broke once, and has been replaced (it looked worn, and I'm not exactly gentle on the bike). I like the aftermarket inspection covers that are on the bike, and prefer to keep them. I do not want to run an open primary. A washer was put behind each bolt that secures the inspection covers, so as to "kick out" the covers a little to let it breathe. Should these units be vented to release heat, pressure, or both? And is the amount of space I provided adequate? Would bringing the primary cover to a machinist and having him put some grooves in the front help?

Why did Harley-Davidson discontinue installing belt primaries on the early Sturgis? Were these units vented?

Stephen Muniec
Thorndike, Massachusetts

Jim Longo, proprietor of Karata Enterprises, (610) 825-2070, gave me some interesting information. He tells me that in his experience, the temperature inside your primary should run at about 180 degrees. The belt will live in an environment up to 210 degrees, so venting is up to you.

He says that nowhere in any of Karata's installation instructions do they ever stress the need for a vent. If you do choose to install a vent, though, do it up high, as heat rises, and road debris won't as easily gain access. Either have your machinist add some holes or grooves up high on the outer, or install a fitting in the back side of the inner cover somewhere near the Bendix drive. Just choose a location that won't alter the rigidity of the inner cover. Jim says belt failure is due to either a poor installation or improper alignment. If your bike creeps with the clutch in, the belt isn't properly aligned. He also says that although these products are fine for chain primary models, components such as the RamJett retainer, big fix kit and clutch tamers are not recommended or necessary with his drives.

As for why the Sturgis models have dropped the belt primary, the answer is basically this: Because alignment is critical with belts and not so with chains, the factory opted for the chain setup.

VENTING FRUSTRATIONS

I have a late 1984 FXRT. My problem is oil running out of the crankcase vent hose that connects from the crankcase up to the air cleaner. I checked the service manual and can't find any check valve or strainer that I can clean or replace. How can I clean up the mess?

Steven Lozar
Port Jervis, New York

Well, the first thing that comes to mind would be to check the breather gear timing. I don't know if anyone has been inside your engine, but improper timing of the breather gear could be the culprit. The cam, pinion, and breather gears all have alignment marks on them—so it may be worth the price of a new cam cover gasket to check it out. Rotate the engine until the marks on the cam and pinion gear line up. You'll know if the breather is in the right spot, if all the marks line up.

If that checks out OK, then hit your local H-D dealer and buy a breather baffle for the cam cover. These were made for early and mid-'90s bikes that were prone to blow a little too much oil up the vent. The baffle is nothing more than a small, plastic, half-moon-shaped piece that slides into the vent tube in the cam cover to prevent oil from splashing in as easily. I don't have that part number, but check with your parts man—he'll be able to set you up.

READER RESPONDS

In November '96's "Talking Tech," Old Crow from Virginia complained about his battery going dead after the bike sat for five days, and you told him how newer battery technology, like the sealed-type batteries, would solve his problem.

I can let my '89 Road Thing, with its aging, old-technology battery, sit for weeks and it'll start up just like it had only been there overnight. Old Crow's problem is not the battery.

He said he had the charging system checked and found it OK, so something's draining his battery when the scoot's turned off. It's easy to check this by pulling a battery terminal and touching it back to the battery while looking for the smallest of sparks. A better way is to connect a volt meter between the battery post and the cable end with the cable disconnected. If you get a 12-volt reading, you've got battery drain somewhere. It doesn't take much of a drain to pull down a battery in a week. Hopefully, he has it together by now, but for next time—Aloha!

Skip Thomsen
Pahoa, Hawaii

Ol' Wrench's battery was a little low itself that day. He overlooked the draw test, so we hooked him up to the charger. He's doin' better now, but his hair stinks. Thanks for the tip, Skip.

RUBBER CHANGE?

I recently bought a '92 Springer Softail that has rim stickers warning against use of anything other than original replacement Dunlop tires. Some former owner has put nearly new Metzelers on both ends. I suspect that H-D may have money in Dunlop. That aside, what is your opinion about this? The thing handles beautifully and corners like it's glued down. Unless there's a real reason to change, I'm gonna leave it alone.

The Mountain Goat
Fort Collins, Colorado

Your satisfaction with the bike's handling characteristics says it all, Goat. You answered your own question, to which I'll pipe in with, as long as you feel that the bike is stable, smooth, and tracks correctly, I cannot figure out why there would be a problem. Hell, we've all tried different rubber on our scoots. Maybe you're right about the money thing ... I'll put this one out to the readers. If you're happy with the Metzelers, then continue running 'em. ⊙

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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F.I.G.H.T.® UPDATE

The Great Richmond Helmet Caper

Nothing makes us happier than getting news of victorious court cases where the players were able to use the *Easyriders v. Hannigan* case as their weapon. However, this month we're even more pleased because the person responsible for the victory is a member of an often maligned breed, the personal injury attorney.

Our hero this month is AIM (Aid to Injured Motorcyclists) attorney J. Thomas (Tom) McGrath. Tom is one p.i. lawyer who believes he should be there for his clients, regardless of the type of case. Tom tries to help out any way he can, and really enjoys it when the help he can provide doesn't start with the broken body of a brother or sister of the road.

> SIXTY-NINE PERCENT OF THESE ACCIDENTS WERE THE FAULT OF THE AUTOMOBILE DRIVER

This is not the first time the city of Richmond, Virginia, has surrendered to Tom. He recently won a case for transplanted Californian, Kelly Prince, who was wearing an ultra-small helmet, that, nevertheless, passed muster in the courts of Richmond. But that's another story.

It seems that in 1996, the city of Richmond Bureau of Police applied for and received a highway safety grant of $70,000 to enforce the helmet law. Their grant application stated that there had been 17,586 motor vehicle accidents within the city in the prior three years, of these 45 involved motorcycles. The grant was given even though motorcycles accounted for only 0.0025 percent of all accidents.

The application for taxpayer money stated, "... Given the frequencies of injury to motorcyclists, there is a clear need to enforce existing helmet laws ..." Many of the injuries it was asserted, were due to lack of training of motorcycle operators, misuse of the motorcycle, and failure to wear appropriate safety equipment.

Under the Virginia Freedom of Information Act, Tom applied for and received the motorcycle accident reports for the three years cited in the grant application. Of the 45 motorcyclists involved in accidents, 39 were injured, 69 percent of these accidents were the fault of the automobile driver. None of the motorcyclists suffered any head injury. Only one motorcyclist involved in an accident was not wearing a helmet, but he also had no motorcycle license, no operators license, registration, or insurance and crashed in his own neighborhood. His was a single vehicle accident.

Further Freedom of Information investigation revealed that the training received by officers with this taxpayer money amounted to viewing a videotape produced by the Maryland State Police (with NHTSA funds), titled "Fake Helmets Unsafe On Any Head." Interestingly, this video which teaches officers to recognize "unsafe helmets" uses words such as "usually" and "most of the time" in describing helmets that don't look like they meet FMVSS 218, the federal safety standard.

This "grant" resulted in Tom's office representing 16 persons, all ticketed for failure to wear approved helmets. Each person made more than one appearance in court and several cases had to be appealed to the Circuit Court. The result of all this work and time was that none of the 16 persons represented by this office was convicted. I don't know what the cost of all this court time was to the citizens, but I'd bet it cost another $70,000 in man hours wasted, when you consider the numerous clerks, bailiffs, judges, prosecutors and police officers involved.

Interestingly, this kickoff for spending the taxpayers' money came with the Virginia State H.O.G. Rally in Richmond. The first series of tickets was issued that weekend as motorcyclists left the rally site and crossed the line entering into the city of Richmond.

The courts agreed with Tom, and citing the 9th Circuit Court of Appeals decision in *Easyriders v. Hannigan*, dismissed all charges. This effectively put the city of Richmond on notice that just because you waste lots of the taxpayers' money, doesn't mean you can jack up bikers and get away with it! Thanks Tom, for F.I.G.H.T.ing for the rights of motorcyclists. —*Oz*

Train To Be a Harley-Davidson Motorcycle Technician

Service technicians are in demand. It's no secret that Harley-Davidson's growth has been spectacular. And, it's no secret that the Motor Company intends to continue its expansion by increasing production. What isn't as well known is that by increasing the number of motorcycles on the road, a need has been created for quality service technicians.

Harley-Davidson has a plan to meet the need.

In order to increase the number of Harley-Davidson dealer technicians, a new training initiative is being put in place by the Motor Co. It provides numerous ways for a technician to join the family: via school or direct dealer entry.

Motorcycle Mechanics Institute plays an important part.

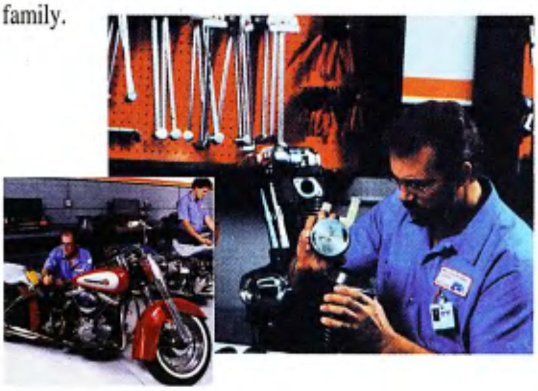
Harley-Davidson's fourteen year relationship with the Motorcycle Mechanics Institute (MMI) has been rededicated, making MMI a cornerstone of the H-D training initiative. MMI is currently assisting in the development of programs that will be used in conjunction with the direct dealer entry route for potential entry-level technicians.

In addition, MMI and Harley-Davidson have developed an Entry Level Skills Assessment (ELSA). It will provide a clear determination of one's ability to successfully complete those tasks routinely assigned to entry-level technicians. Harley-Davidson and its franchised dealers will be using ELSA as an important component of the employment process. It is administered only at the Motorcycle Mechanics Institute.

You can become part of Harley-Davidson's future.

Motorcycle Mechanics Institute combines everything you need to begin your career in the motorcycle industry. We won't waste your time with unrelated subjects. But we will take the time to give you the knowledge you want and need in a logical step-by-step approach. Our experienced instructors and direct support from Harley-Davidson provide an unparalleled educational experience.

And, because Motorcycle Mechanics Institute is an accredited institution, financial assistance is available to those who qualify. You should look into it now! If you are a mechanically inclined individual who would consider a career as a Harley-Davidson technician, contact **Motorcycle Mechanics Institute today at 1-800-528-7995.** Take the time to learn more about the pathways into the Harley-Davidson family.



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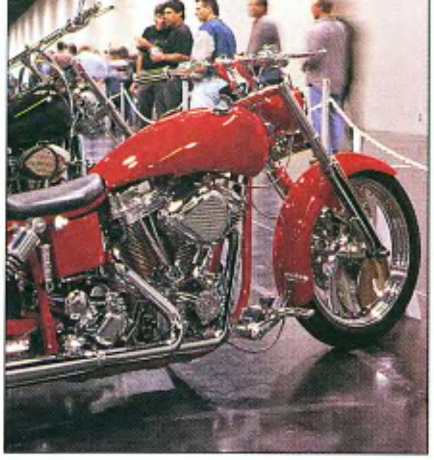
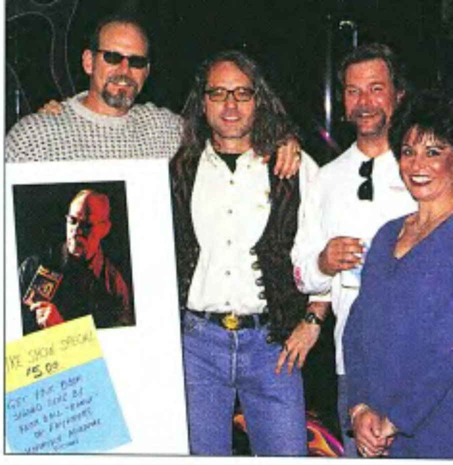
HOME AGAIN

BIKE SHOW TOUR REGROUPS IN ANAHEIM



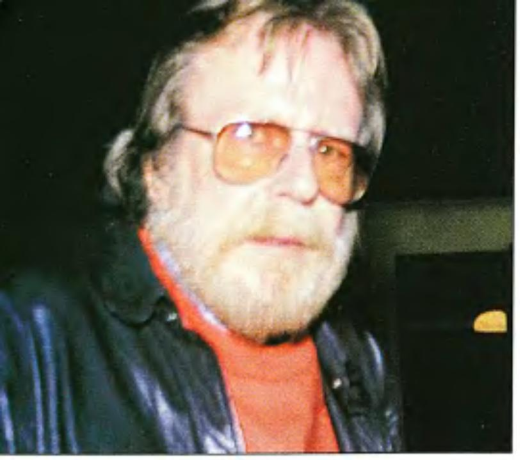


The third stop on the Ninth Annual *Easyriders* Bike Show cross-country whistle stop tour landed us smack-dab at the home of the Mouse—Mickey, that is—in Anaheim, California. After successful shows in Charlotte, North Carolina, and Valley Forge, Pennsylvania, the entourage headed west for a welcome respite from the road, a chance to thaw out from the winter chill, and to be at home for the holidays. The three weeks off gave the hardworking crew some time to gear up and be refreshed for the next humdinger, right down the street from the Magic Kingdom itself, the Anaheim Convention Center.

When we say "hardworking crew," that isn't just a self-serving comment. John Green and his girlfriend, Kim; Tony Grebeck; Rip (not our Roving Editor, but another diehard hardass); Events Director Leon Hatcher, his wife, Sandy, and

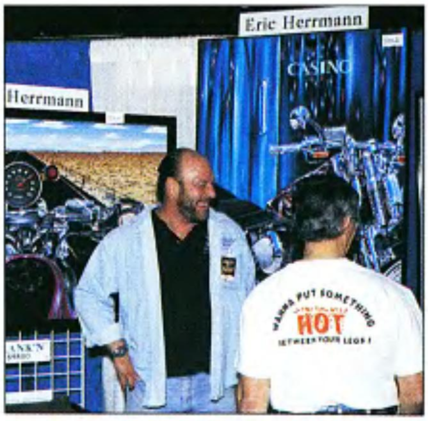
son, Noel; Al and Louann Bulling; Phil and Vanetta; Security Director Joe Amore; Events Manager Cathy Chaffin; and Events Assistant Kari Roben head up a skeleton crew that somehow, someway, puts together these gatherings of chrome and iron. That's why when you see us bustin' ass at an event, and it may appear that we don't want to stop and shoot the shit, it's not a crank fest goin' down—it's just that a handful of people are doing an army's job, under stressful conditions.

Compacting the shows down from three days to one created a much more exciting atmosphere for spectators and exhibitors alike. Preparation-wise, however, it was still a three-dayer when you figure Friday's check-in and Sunday's clean-up. But the turnout was tremendous. If the weather was less balmy than the year before, it was still rideable, and many huffed their Hogs to the show. And →



once you arrived, you were in for a show of shows. You had David Mann autographing prints of his work; bands rocking all day and night; luscious ladies and strapping men modeling *Easyriders* fashions three times a day; a tasteful, yet sexy Calendar Girl contest, where the winner modeled with a winning bike for the 1998 *Easyriders* calendar; vendors offering everything under the sun; a video exhibit of Rodeo bikes and trikes from Rodeo Ray and Kari Sioux Tewksbury and fellow Ugly, Bob Moon; door prizes from vendors; and, of course, all that glitters from Harleydom—the custom motorcycles vying for respect, awards, and a chance to be featured.

David Mann was swamped, attested to later by swollen wrists, a result of carpal tunnel that required the ableservices of our own on-hand acupressurist, masseuse, and natural healer, Kris Peterson. That Bomber, Kris' hubby, is a lucky bastard.



As for the selection of the best bikes in the show, it goes like this. The bikes are broken down into two classes: Spectator and Judged. Bike owners make the decision regarding the class their bikes will be entered into, which, depending on the amount of detail work, or other factors, can make or break the scoot's winning potential. The Spectator Class means that the bikes are voted on by peoples' (or spectators') choice. It is fairly cut-and-dry, with one proviso. Instead of breaking down bikes into model classes like Evo, Shovel, Pan, and Knuckle, since we're in the publishing biz, we decided to slip them into categories based on the magazine they most closely identify with. For instance, *Biker*, *VQ* (which also covers *Early-Riders* antiques and restorations), *Quick Throttle*, or *In The Wind* bikes, with the three Best Of Show scoots being guaranteed features in one of the mags. The other class (Judged) is voted on by the magazine editor sent to the show and his staff. What we do is break down a bike by its style and into its individual elements and components and award it thusly—from Best Paint, to Driveline Treatment, to Metal Design, to Graphics, and so forth. In this Class, the three Best of Shows (Specialty, Street Custom, and Radical) are featured in one of the magazines.

In Anaheim, our editorial staff was beleaguered by the voting →

process in the Judged Class. An eventual panel of 12 editors and assistants did the rounds and made excruciatingly tough decisions on each of the more than 70 motorcycles entered in the category. This is a bitch. Personal tastes can lead to heated backroom *discussions* (read: punch-outs). One man's pick is another man's puke. Luckily, Bandit took control of the situation and made sense of the madness.

And not a minute too soon as Kai, Kit, and Kim were hastily filling out the final winners list right up to the point when Bandit went onstage for the award ceremony at 11 p.m. One of the most difficult things to do is give the thumbs-up, or down, on a bro's sweat, toil, and love. It's a hard, unforgiving job—but we were up to it.

When people call in wondering how to get their bike in front of us and eventually featured, we tell them to enter one of the bike shows. This is the best, though most unforgiving way. And in Anaheim every bike entered was a winner, though only a few, the proud, will be able to enter into the pantheon of puttin' history by being featured in one of the publications.

Check the winners lists to see who made the grade.

—Radioface

EASYRIDERS BIKE SHOW WINNERS LIST
ANAHEIM, CALIFORNIA • JANUARY 4, 1997

BEST OF SHOW
1ST
Jeff Moroni
Palm Desert, Calif.
1945 Pro Street Knucklehead

2ND
Hector Sedano
Petaluma, Calif.
1996 Special Construction Softail

3RD
Donald Clark
Orange, Calif.
1944 H-D VL

EASYRIDERS
1ST
Margaret Logan
Laguna Beach, Calif.
1994 Custom Softail

2ND
Hector Sedano
Petaluma, Calif.
1996 Special Construction Softail

3RD
Efram Mah
San Francisco, Calif.
1991 Heritage Softail

VQ
1ST
Randall O'Cripe
Hemet, Calif.
1990 FLSTC

2ND
Harolene Walters
Mission Viejo, Calif.
1993 Springer Softail

3RD
Ron Walters
Mission Viejo, Calif.
1993 Fat Boy Softail

BIKER
1ST
Rose City Cycles (Casey Sandquist)
Pasadena, Calif.
1991 Softail

2ND
Bob Williams
Palmdale, Calif.
1981 FXE

3RD
Donald Cornell
Palmdale, Calif.
1972 FL

QUICK THROTTLE
1ST
David Boss
Pasadena, Calif.
1995 Pro Street

2ND
Keith Drum
Yorba Linda, Calif.
1996 Drag Bike

3RD
Jeff Peyton
Rancho Cucamunga, Calif.
1995 Custom Softail

IN THE WIND
1ST
Chris Foster
Huntington Beach, Calif.
1986 FXSTC

2ND
Anthony Castriotta
San Diego, Calif.
1991 Sportster XL

3RD
Rick Raus
Anaheim, Calif.
1989 FXSTC

EARLY-RIDERS
1ST
Neil Sato
Los Angeles, Calif.
1941 Knucklehead

2ND
Ron Lopez
Whittier, Calif.
1961 Panhead

3RD
Ron Schlaeger
Los Angeles, Calif.
1942 H-D WLA

JUDGED CLASS
BEST SPECIALTY
Kevin Kelly
Sunland, Calif.
1948 EL Panhead Sidecar

BEST STREET CUSTOM
Red Line Custom
Anaheim, Calif.
1996 Rubber Mount

BEST RADICAL
G-Man
Pacoima, CA
1948 FL

BEST PAINT
Richard McPherson
Henderson, Nev.
1996 FXR Custom

BEST DETAIL
Marty Ruthman
Van Nuys, Calif.
1996 Softail

BEST WHEEL TREATMENT
Josh Culver
Van Nuys, Calif.
1997 Softail

BEST DRIVE-LINE TREATMENT
Mike Maldanado
San Juan Capistrano, Calif.
1997 Radical Custom

BEST DISPLAY
Lonnie Gilbertson
Milwaukee, Ore.
1995 FXR

BEST ENGINE TREATMENT
Billy Eubanks
Amarillo, Texas
1996 Custom Softail

BEST CHROME
Joe Genger
Oceanside, Calif.
1996 Special Construction Softail

BEST GRAPHICS
Joker Machine
Azusa, Calif.
1995 Radical Custom

BEST INNOVATION
Keith Drum
Yorba Linda, Calif.
1996 Custom

BEST CHASSIS
Keith Terry
Santa Ana, Calif.
1988 Softail Custom

BEST SHEET METAL FABRICATION
Mona Arnold
San Diego, Calif.
1986 Sportster Trike

BEST MACHINE FABRICATION
Wink Eller
Orange, Calif.
1996 H-D Lakester

BEST DESIGN
Rob McGregor
Riverside, Calif.
1976 FXE

Photos: Markus Cuff, Kim Peterson, Rip

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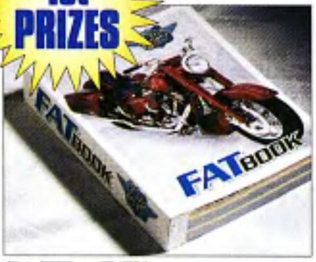

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Mail your Official Entry Form before May 30, 1997. If you do and you're selected as the 1997 Grand Prize winner, you'll not only get to choose between a brand-new bike or cash, but we'll also toss in another $1,000.00 beer money.

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#20: '93 Grand National Rodeo – Rated R
#21: Daytona, "The Run to the Wall" – Rated R

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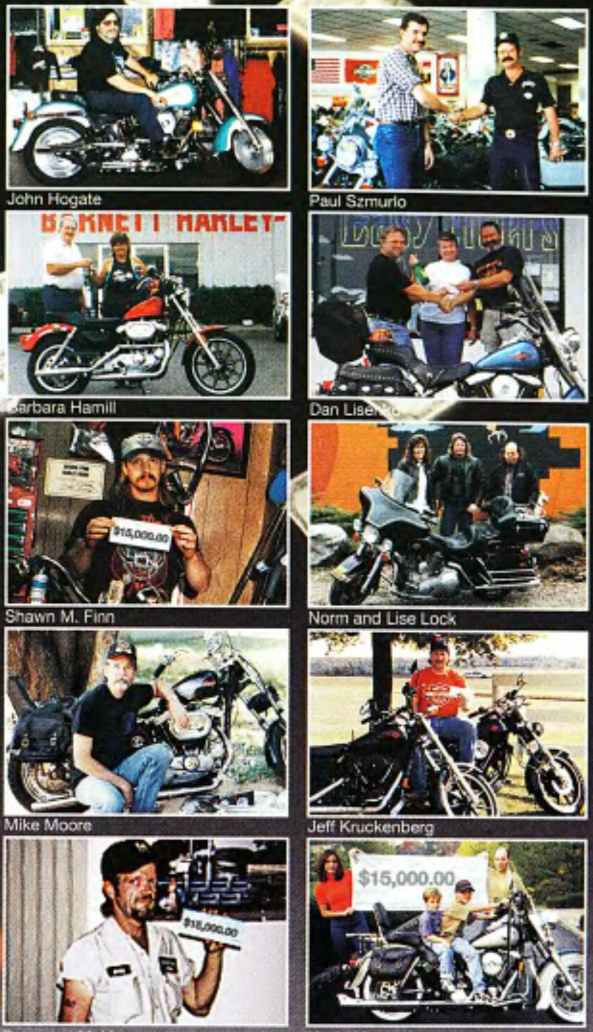

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Neither did they!

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1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to Subscribers $100,000.00 Sweepstakes, P.O. Box 469057, Escondido, CA 92046-9057. Entry form must be legible and completed in full to be valid. All entries must be received by June 30, 1997. Sweepstakes ends June 30, 1997. Paisano assumes no responsibility for lost, misdirected or late mail.
2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,146 prizes — 1 Grand Prize, 20 First Prizes, 25 Second Prizes, 100 Third Prizes, 500 Fourth Prizes, and 500 Fifth Prizes. Total approximate retail value of $105,000.00.
3. Winners will be selected by random drawing from all entries received by Doyle, Hull & Gregory, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.
4. Sweepstakes is open to all residents of the U.S. age 18 and over, except employees of Paisano Publications and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF BIKE ARE THE RESPONSIBILITY OF THE WINNERS.
5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Paisano Publications, Inc., and none will be returned. Winners grant Paisano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.
6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Paisano Publications, Inc., Sweepstakes Winners List, Box 1050, Agoura Hills, CA 91376-1050.

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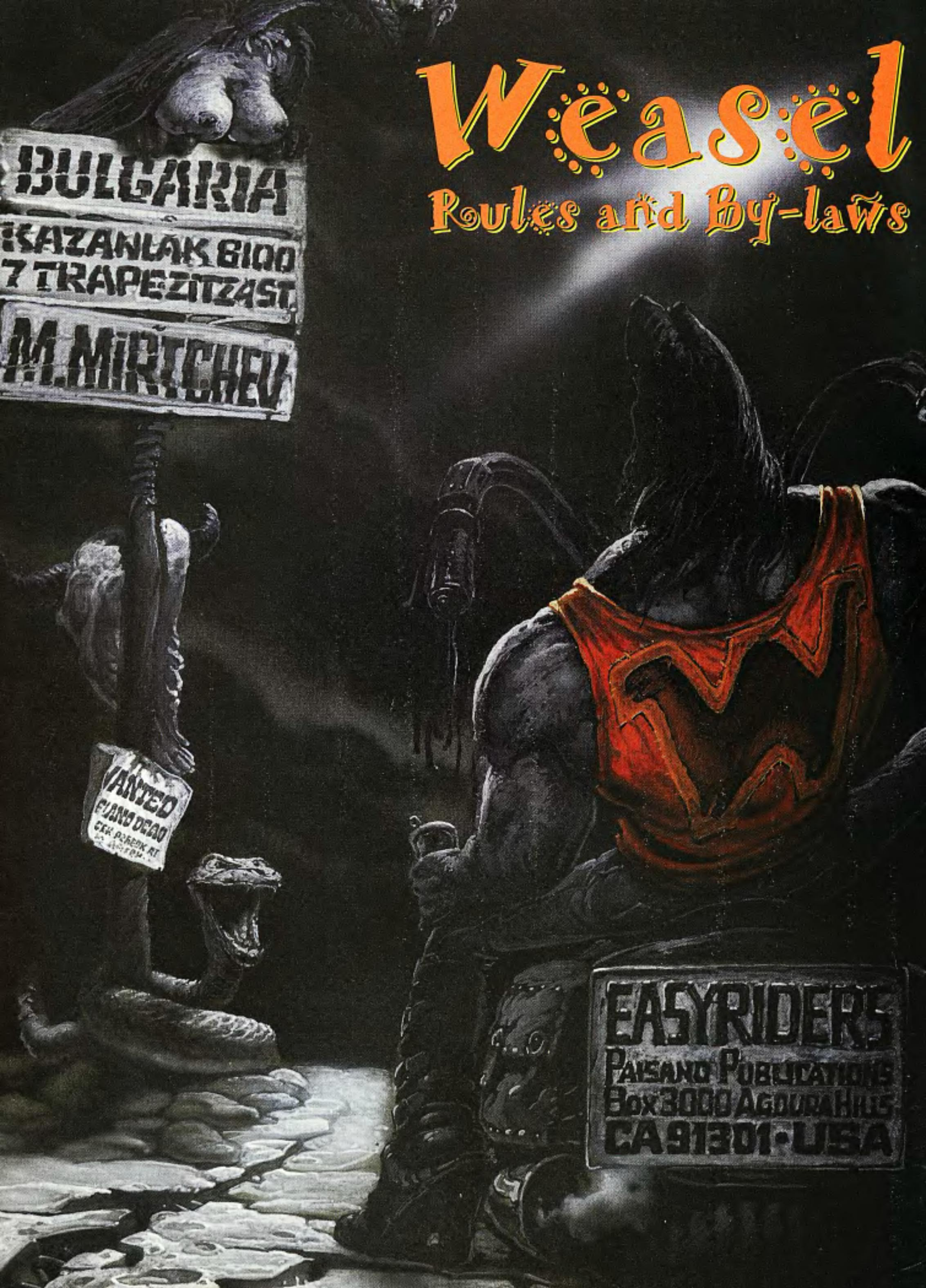
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We receive letters from our readers on a regular basis, in which they ask us for assistance and info on the various aspects of establishing guidelines and rules of various sorts for motorcycle organizations and groups. "How do we establish rules for our new motorcycle club?" we are often asked, or "What types of guidelines are most commonly used in the construction of a viable, yet pliable and malleable infrastructure of an effective and vibrant motorcycle organization?" Or even, "A coupla hardasses and me wanna get together and start a bad-assed motorcycle club, the baddest in our state. We wanna know what kind of rules you suggest to make this club bad and tough enough to stand up to the meanest competition out there?"

Although it usually is our strict policy at the rag to stay away from club politics and the like, we have decided that this topic has less to do with politics and any particular club's or organization's agenda, but could instead be another fine example of the edification and information we strive to bring our readers in every issue.

To accomplish this difficult and dangerous task, we infiltrated a little-known motorcyclists association, the Weasels. Although of relatively recent origin, this lightweight group has quickly established itself on a local, then statewide and, as far as we know, even international level.

At any rate, it seemed to us a highly challenging undercover-type journalism venture, the type of which Easyriders is well known for, so we set about meeting this challenge, facing unimaginable danger and certain death if discovered, in order to serve the needs of our readers. We sent our master spy, who managed to infiltrate this group at one of their local, weekly gatherings in a top-secret, undisclosed location and, after they had all passed out drunk (and we seduced off one of their ol' ladies), we gained entry (unbeknownst to them, of course) to their safe. We torched it and made off with a copy of their official rules and bylaws, which we are proud to share with you, the curious reader, in the following article.

So here, for the first time, at considerable peril to fellow staffers, are these real, bona fide club rules. Read 'em at your own risk.

—Bandit

THE WEASELS

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PART I

INTRO

As of this writing, which is being written today, it being December 1, 1996, also known as the first day of the 12th month in the year of our lord 1996 (Jewish and Chinese Weasels may figure their own dates), Weasels have proliferated throughout the land so profusely that they have become more of a pest than the wholesome entity they originally were intended to convey. Although The Weasels were originally founded with the idea that rules are for morons, too many morons have become Weasels, necessitating rules and bylaws and, in effect, negating the entire purpose of The Weasels.

Be this as it may, I, Red Baron (aka Kai Raecke, Intergalactic Editor of *Easyriders* magazine), have bestowed upon myself the heavy task of creating these rules and bylaws, after having conferred with a majority (or at least one, whichever may have come first) of other Founding Weasels, henceforth known as The Grand Weasels. Therefore I, Red Baron (aka KR, IE of ER), being of halfway sound body and mind and not too drunk at this time, hereby decree the following rules and bylaws in the name of The Original Weasels (henceforth known as The Really Grand Weasels), with the majority vote of at least one other Grand Weasel implied and enacted.

But first, something important:

PART II

A HISTORY—BRIEF VERSION

There have been Weasels.

And now, something even more important:

PART III

A HISTORY—THE LONG VERSION

The Society of the Weasels (STUPID) was founded, if memory serves me right, around the 30th of February, 1994 or 3. The Original Weasels (henceforth known as The Damn Grand Weasels) consisted of nine or 10 or 12 or so frustrated and drunken editors a-editing, scribes a-scribing and other associates a-associating for and with *Easyriders* magazine and its sister publications (such as *Biker, In the Wind,* and *VQ*). To name these Original Weasels (henceforth known as The Grand Fucking Weasels) is impossible, as they are "Mossburger" Bob Cain, Gregg "Speed" Daniel, "Chicago" Frank Fittanto, Kit "I'm not the Devil" Maira, Dave "Phantom" Nichols, John "Commodore" Nielsen, Kim "Bomber" Peterson, Kai "Red Baron" Raecke, "Clean" Dean Shawler, Steve "Beatnik" Werner, "Rocket" Roger Winter, and Dave "Big Dave" Withrow.

Sitting at Casa Rea, the Original Watering Hole of The Original Weasels (henceforth known as The Damn Grand Fucking Weasels), this above-mentioned group came up with what they thought was an antidote to an admittedly and thusly perceived uppity and snobbish club called The Hamsters (those in the know will know). The Weasels, by their very nature, have no money, ride shitty bikes, drink cheap beer, and only wanna have fun that doesn't cost a lot of money. One might say, in general terms, it was a result of the constant confrontation with super-expensive bikes with lots of bolt-on accessories and high-tech goodies belonging to lesser rodents, the ability of others to produce aesthetically and technically pleasing bikes, the inability of The Original Weasels (henceforth and for the last time known as The Motherfucking Grand Weasels) to do likewise, and the specific jealousy stemming from these self-evident reasons.

Since their inception, The Grand Weasels have spawned numerous outgrowths worldwide and have multiplied so prolifically, that now these newer Weasels, or Follower Weasels (aka Follo-Weas) have looked up to the Grand Weasels imploringly and asked, nay, begged for guidance in the form of rules and bylaws. After long deliberation, much libation, against our better judgment, it being no better than none, and after repeatedly coming to the conclusion that rules are for morons and bylaws not much better than in-laws, we, the Grand Weasels, have decreed the following section of rules and bylaws.

And now the really important part:

PART IV

RULES

1. There are no rules.
2. There are only those rules that are written on these pages. →

3. If other rules are deemed necessary for the future existence of The Weasels as a whole, refer to Rule No.1.

4. If Rule No. 1. does not apply, refer to Rule No. 2 or No. 4, unless Rule No. 3 suffices, in which case all other Rules are null and void.

5) There is no Rule No. 5.

And now the really, really important part:

PART V

BYLAWS

A) General

1. There are only 13 or so Grand Weasels (see Part III, History—the long version, above). They are life-long members of The Weasels, without possibility of parole. They may denounce their membership in front of others, but they are still Grand Weasels, until death or wife do them part, both being the best antidotes to fun known to man.

2. All other Weasels are Follower Weasels (henceforth known as Follo-Weas) and can lose their Weasel birthright and membership at any time and for any reason not deemed worthy a Weasel by either a majority vote of Grand Weasels or a junta of lesser Weasels, after securing their authority from a majority of the Grand Weasels, if possible, but not exclusively.

3. As a member of The Weasels, you are a figment of your own imagination.

B) Specific

1. Being a Weasel is not an honor bestowed upon anyone.

2. Being a Weasel guarantees you nothing but an orange T-shirt, which still needs to be paid for.

3. Being a Weasel implies no recognition among other clubs or organizations as such. The Weasels are a loosely structured, haphazardly thrown together conglomeration of societal misfits and pranksters who like to party and get shitfaced. This is the only purpose of The Weasels.

4. Being a Weasel means never having to say you're sorry.

BEING A WEASEL GUARANTEES YOU NOTHING BUT AN ORANGE T-SHIRT

And now, something you all have been waiting for:

PART VI

MEMBERSHIP RULES

As this is a chapter of Weaseldom which seems to cause the most problems and consternation, we have decided to dedicate a whole Part (Part VI, this one) to it.

SUBPART A:

ENTERING WEASELDOM

Anyone may become a Weasel, as long as he is deemed worthy of the cause by at least five other Follo-Weas or two Grand Weasels, unless he is such a worthy human being that no Weasel or even Grand Weasel could surpass his worthiness, in which case he is too worthy to be a Weasel and thus not acceptable.

SUBPART B:

EJECTION FROM WEASELDOM

Anyone (with the exception of the Grand Weasels) may be ejected from the Glorious Empire of the Weasels if:

a) The Grand Weasels say so (singly or in unison).

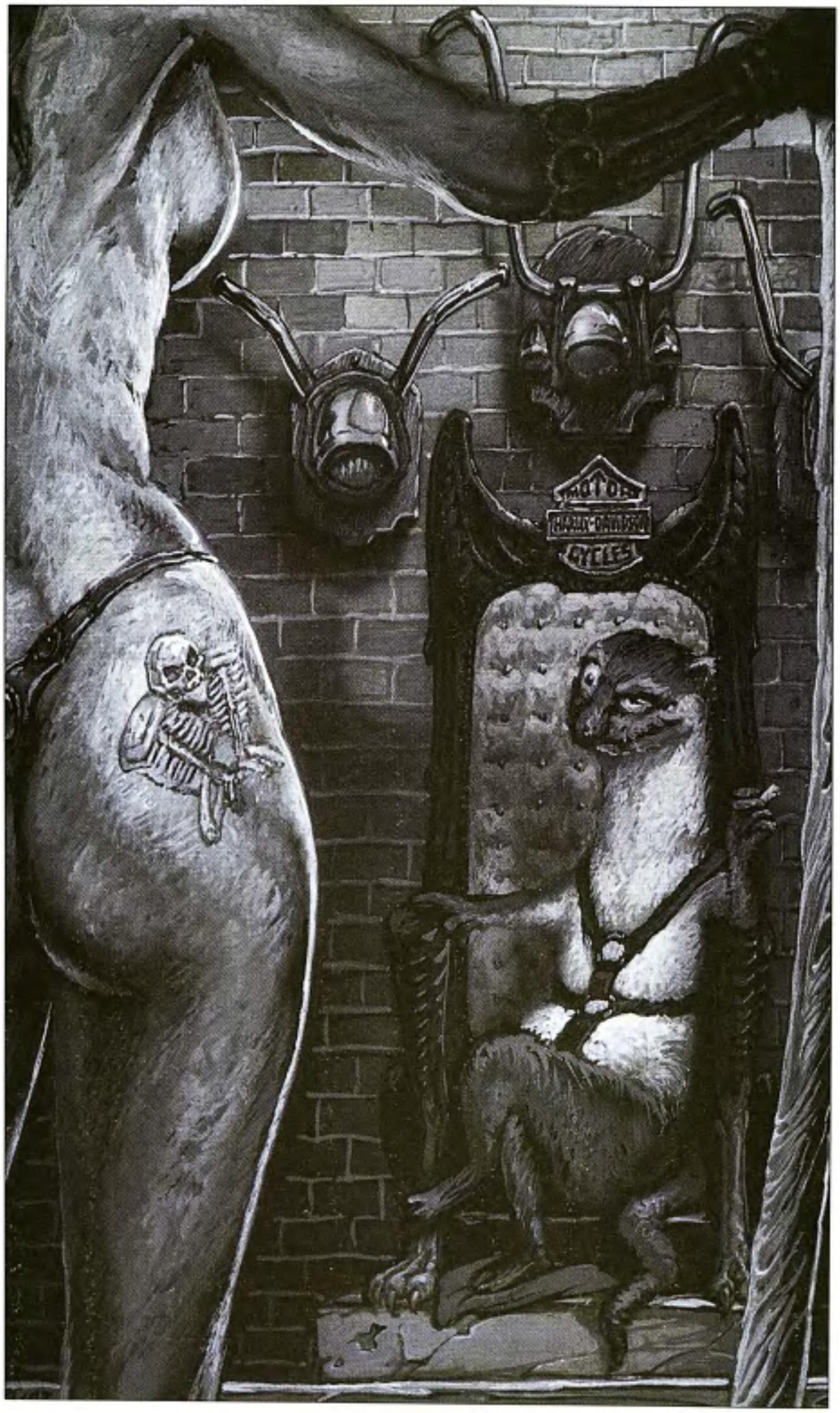
b) A junta of at least three Follo-Weas decide upon it.

c) The Weasel in question shows up at a Weasel gathering on a Jap bike.

d) The Weasel in question behaves highly un-Weasel-like (see bylaw c, Subpart A, Part VI of the Weasel Bylaws, e.g.).

e) One or two Follo-Weas want to get rid of someone, in which case he or they need the vote of at least another Follo-Wee or the counsel and authorization of the Grand Weasels (singly or in unison).

And now something extremely important:



PART VII

WEASELETTES

SUBPART A:

Weaselettes, or the female version/lay/object of desire/etc. of a Weasel is always a welcome sight, and there are never enough Weaselettes. Although the Original Weaselettes, the Grand Dames of Weaseldom, have long since passed into history and their names become part of Weasel lore, no one remembers their names, only their faces and bodies still linger in our memories. A single rule pertains to the subject Weaselettes: If they're able-bodied and willing, let's have them.

SUBPART B:

Weaselettes, as described above, are to be treated as equal members of our society (STUPID). Therefore, they have no rights and may lay no claim to such. They may lay, however, any Weasel they like, as described in Part V, Subpart B, bylaw No. 4. A Weaselette's only purpose is to provide pleasant surroundings at any Weasel gathering and comfort the wounded and dying.

But wait, there's more:

PART VIII

NEW CHAPTERS

Unlike most intelligent books, this little volume is written in parts only and therefore has no chapters.

And for your added illumination:

PART IX

AUTHORIZATION & ENACTMENT OF WEASEL RULES AND BYLAWS

This authorization and enactment of The Weasel Rules and Bylaws is made valid by the signature of a majority of Grand Weasels (or the ones available at the time), attached below. These are the Ten Commandments of Weaseldom and are to be obeyed as such. Any infraction of above described and outlined rules and bylaws will be punished severely and may result in the exclusion from the Glorious Empire of Weaseldom.

And now, for the Grand Finale:

PART X

COPYRIGHT AND PATENT RULES

The Weasels is an official society (STUPID) and as such implies, all legal and illegal ramifications. The Weasels© is a registered trademark and may not be copied, published, or otherwise proliferated without the consent of The Grand Weasels.

Patent pending.

Signed:
The Grand Weasels ⊙

ONCE IN A BLUE MOON

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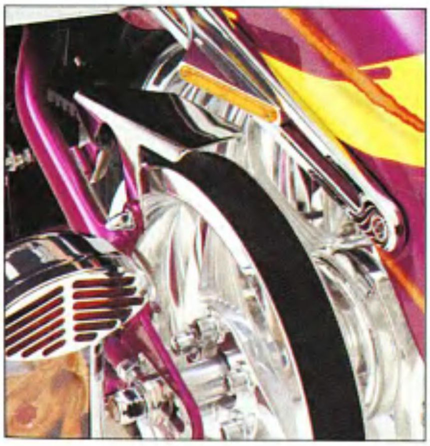
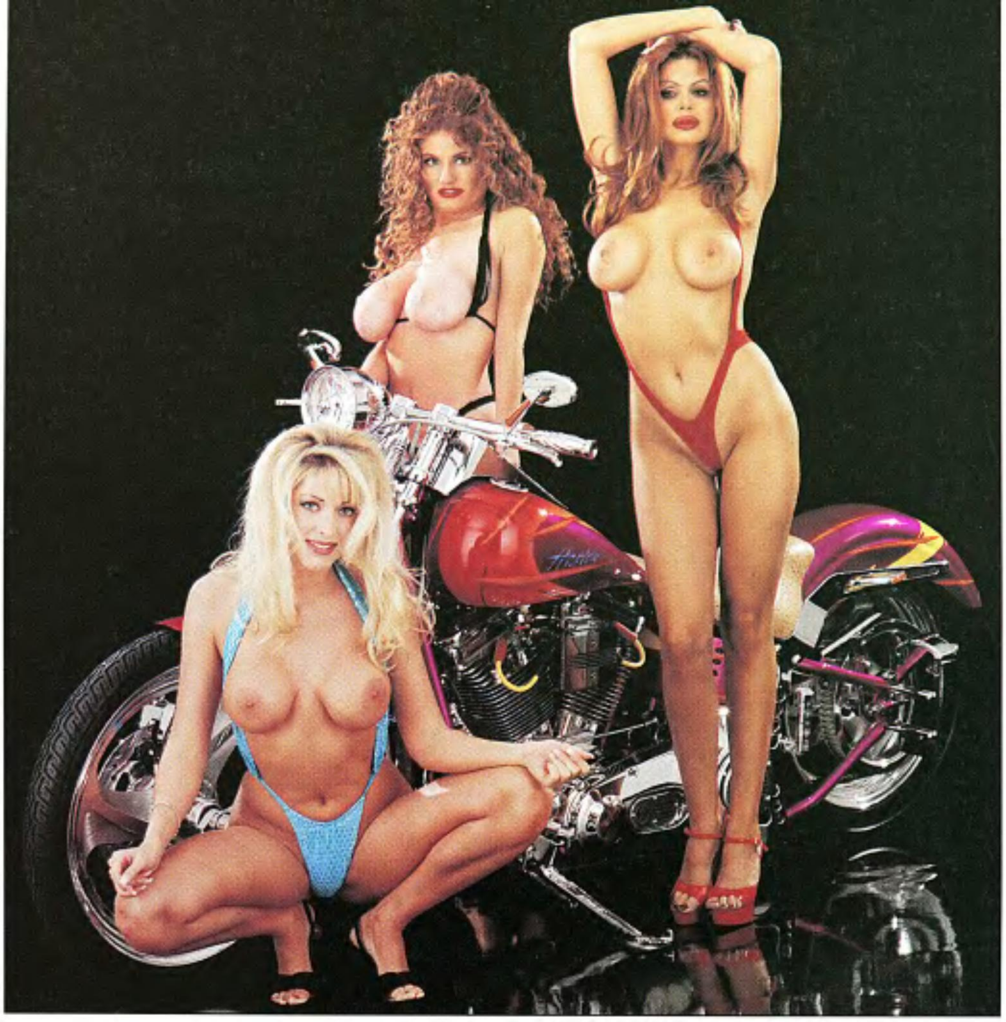


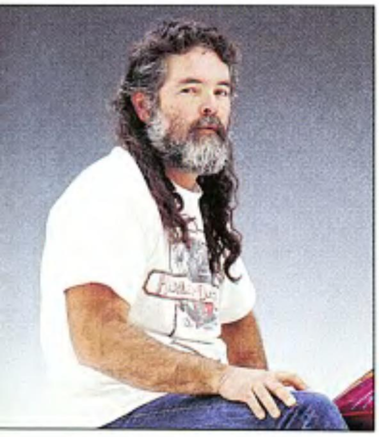
SOMETIMES YOU GET TO PROVE 'EM WRONG

There are times, even between the best of friends, that the gauntlet gets thrown down. Even as a friendly jab, it inspires you to rise above the challenge. Well, this story concerns Tony Salinas, builder of this fine ride, and Gary Munoz, owner of Chopper Guys Biker Products. Seems that, over a coupla beers, Gary jokingly told Tony that there was no way he'd ever complete a ground-up custom. Tony took the challenge to heart.

A major burst of of inspiration for the project took place during a run to Laughlin when Tony's dresser broke down with a clutch problem. Seeing so many custom scoots—most adorned with a well-endowed female passenger—pass him by on the roadside, Tony called his wife, Gina, and told her the dresser was up for sale. He'd use the money to not only finish his custom, but she'd also get a brand-new "front end" as well.

So the dresser got offed. And as the pictures show, the money wasn't spent in vain (and from what I hear, Gina's new figure would make ya draw the same conclusion). →





Here's the scoop on the the new scoot. Some time back, Tony also had a '91 Springer Softail he wanted to sell, but the buyer didn't want the Springer's front end, so Tony got to keep it. At that point, he and Gary began tossing ideas around for building a new ride. And the Springer was as good a place as any to start.

Although Tony built the bike pretty much by himself, there were a few key players who helped out along the way. Gary and the crew from Chopper Guys as well as the guys at Perry Precision helped out with the fabrication and the fitting of the H-D Springer front end. The 96-cubic-inch monster was built by Gary Copeland and tuned out right down to the California Performance Iron exhaust system. Once Tony had decided on the base color he wanted, control was handed to Robert Dirkickson, who finished the masterful scheme.

Now that the bike is finished, I'm sure I'll be seeing both Tony and Gary cruising the highways of Northern California, especially when the Sonoma Ducks (Tony's club) host their annual Lockdown Run this summer. Thing is, I have a feeling Gary won't be challenging Tony on his next project.

—*Wordman*

Owner: ....Tony Salinas
City: ....Sonoma, California

General

Fabrication: ..Chopper Guys/Perry Precision
Year and make: ....'97 Special Construction
Model: ....Fat Guy Softail
Value: $35,000
Assembly: ....owner
Chroming: ....Carrera Plating

Engine

Year and model: ....1997 Evo
Rebuilder: ....Gary Copeland
Ignition: ....Compu-Fire
Displacement: ....96 cubic inches
Lower end: ....S&S
Pistons: ....S&S
Cases: ....S&S
Heads: ....S&S
Cam: ....S&S
Carb(s): ....S&S
Pipes: ....California Performance Iron
Modifications: ....S&S balancing, JIMS lifters, S&S air cleaner

Transmission

Year: 1997
Modifications: ....Andrews gears, Accutronix shifting, Boyds wheel sprocket

Paint

Molding: ....Sonny Brian
Painter: ....Robert Dirkickson
Color/type: ....multi/House of Kolor
Special paint: ....Dirkickson & Pratt

Frame

Builder: ....Chopper Guys
Type: ....Fat Guy Softail
Modifications: ....35-degree rake, 1 3/4-inch stretch, chrome side plates

Accessories

Bars: ....drag
Fenders: ....Jesse James
Headlight: ....Headwinds
Taillight: ....catseye
Speedo: ....Dakota Digital
Pegs: ..Accutronix front, Chopper Guys rear
Electrics: ....B&P Production
Gas tank: ....Nempco
Oil tank: ....Chopper Guys
Seat: ....Corbin
Mirrors and grips: ....Ness

Forks

Type: ....H-D springer
Modifications: ....none

Wheels

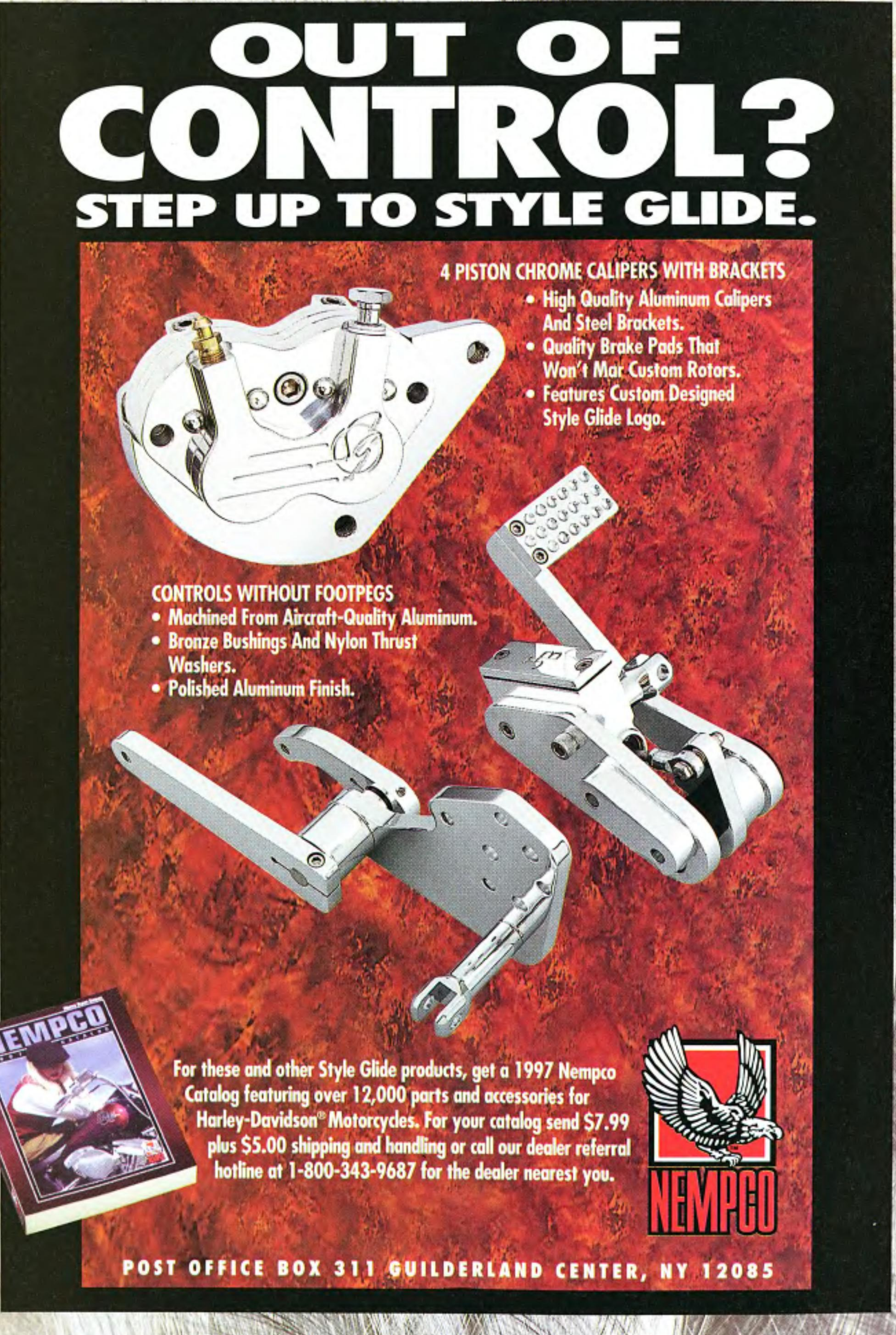
Front

Type: ....Boyds
Size: 21-inch
Tire: ....Metzeler
Brake: ....H-D

Rear

Type: ....Boyds
Size: 18-inch
Tire: ....Avon
Brake: ....Performance Machine

Photos: ....Raiko Hartman


OUT OF CONTROL?
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One of the fastest growing and most fiercely competitive areas in the world of high-performance V-twins is cylinder heads. The research, development, and pure science that goes into a final product means that any company making the decision to build and market a new style of head must make a major commitment, both in time and money. The companies we have highlighted here have made such a commitment. They have stepped off the edge into an uncertain future so that you can have a better motor. While there is certainly more than we'd be able to print here, this will get you started. So read on and, you know—get a head.

—*Oz*

1 • STD

STD's attack on the high-performance Harley cylinder head aftermarket is lead by their hand-crafted Evo heads. These babies are precision cast from 48,000-pound tensile strength aluminum. They feature a fully hand blended valve job, and are also hand ported and polished for maximum horsepower.

Heads can be ordered with single or dual plugs, vented or non-vented, and come fully assembled or bare. The assembled heads are complete and include a 175-pound spring kit, retainers, seals, guides, and stainless steel valves.

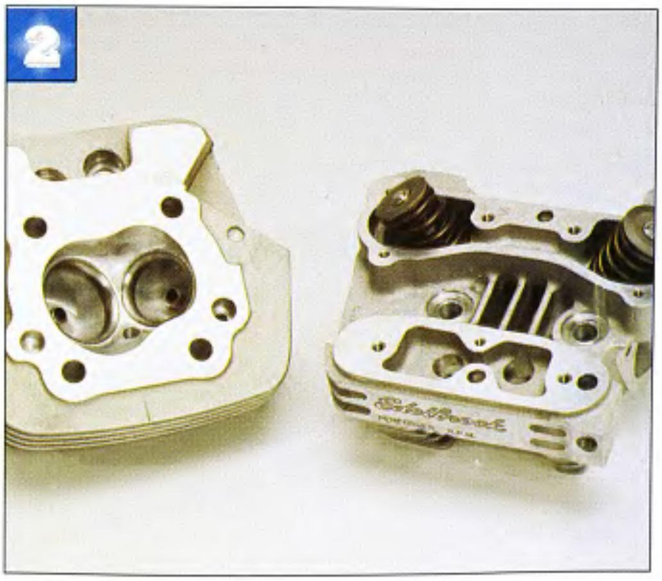
For more info contact STD at (818) 998-8226.

2 • EDELBROCK

Edelbrock Corporation continues to improve on its cylinder head design with its Performer RPM CNC heads for H-Ds, which will work well with rpms in excess of 6,000 on engines of 80 cubic inches or more. These heads are completely CNC-ported in almost all areas—combustion chamber, intake port, and exhaust port.

Performer RPM CNC-ported heads come with high-grade, stainless steel, swirl-polished valves, titanium retainers, 7-degree locks, springs, seals, and a three-angle valve job. They are available with a 72cc chamber for 80- to 96-inch Big Twins or an 88cc chamber for 97-inch and larger motors. These chambers will produce a 9.5:1 combustion ratio with a flat top piston.

Contact Edelbrock at (800) FUN-TEAM.



3 • HARLEY-DAVIDSON

Harley-Davidson is marketing "street legal," late-model Sportster heads under the Screamin' Eagle brand name that increase power without machining or extra parts. Increased combustion chamber efficiency results in a 10:1 compression ratio, with a unique chamber design that improves flow, both intake and exhaust.

The heads come with XR 750 racing-style valve springs that will accommodate the more aggressive cam profiles. They are available for '91 and up XL models.

Contact your local Harley-Davidson dealer.

3 • CUSTOM CHROME

Custom Chrome, Inc.'s RevTech cylinder heads are billed as bolt-on, race-quality performance heads. Completely American made out of 356 T-6 aircraft-quality aluminum, these are machined in a semi-bathtub shape that is more turbulent and thermally efficient. Available for Sportsters and Big Twins, including large bore cylinders, these heads have a compression ratio of 10:1. RevTech uses one-piece stainless steel valves that have nitrided stems, are swirl polished, and have hardened tips.

All RevTech heads are set up for dual plug applications and the kits come with one set of spark plugs and a pair of sockethead plugs for single spark plug use. A hardware kit contains exhaust as well as motor mount studs.

CCI products are available at most motorcycle dealers, or call (800) 729-3332.

4 • PATRICK RACING

Nigel Patrick makes a lot of things out of aluminum, but he started with cylinder heads, and his fans still think that's what he does best. Starting with huge blocks of 6061 T-6 billet aluminum, a material that retains a consistency and grain that can't be matched with traditional casting, Nigel transforms them into machinery that's almost art.

A race-proven combustion chamber that features a 76cc volume, raised floor intake ports, and "D"-shaped exhaust are all part of the Patrick secret.

Patrick's heads include stainless steel valve guides with premium cast guides, 175-pound springs, and relocated spark plug holes to accommodate larger valve seats. These heads are also polished to a mirror finish.

Patrick Racing can be reached at (714) 965-2957.

5 • S&S CYCLE

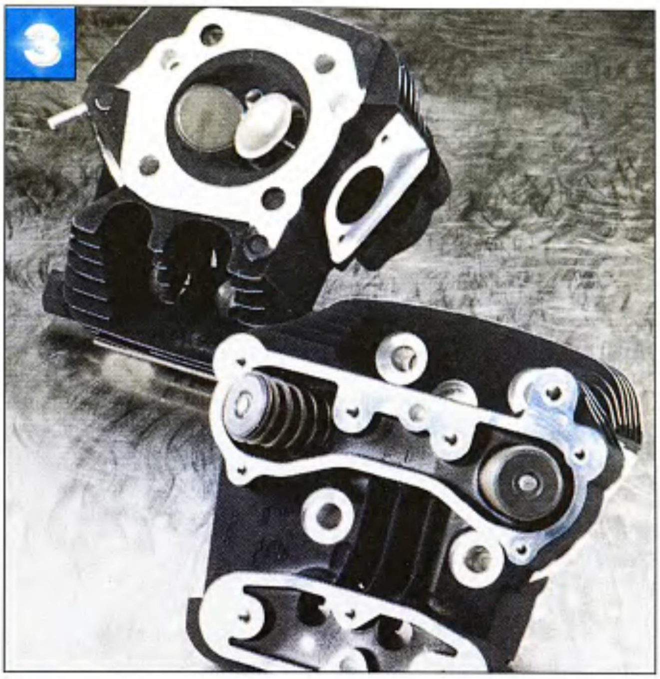
S&S is truly the pioneer of V-twin performance. With a history that's longer than a lot of small countries, S&S continues to make its mark in engine technology. Offering their High Output Super Stock heads for most Big Twin applications is just the next step. Everything about these heads is special. The closed, high-quench combustion chamber provides for excellent flow and mixture. The turbulence and filling characteristics make for near perfect flame travel, resulting in a super clean and efficient burn. This chamber, according to S&S, also makes dual plugs unnecessary.

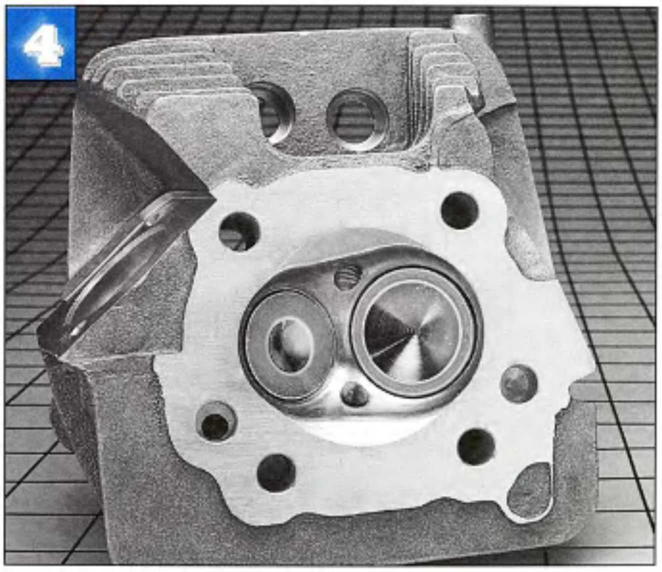
Two spring combinations are available, one for normal operations running cams up to .570-inch lift, and the other for you more radical folks, will accommodate up to a .710-inch lift. S&S sells these heads complete, and they can be reached at (608) 627-1497.

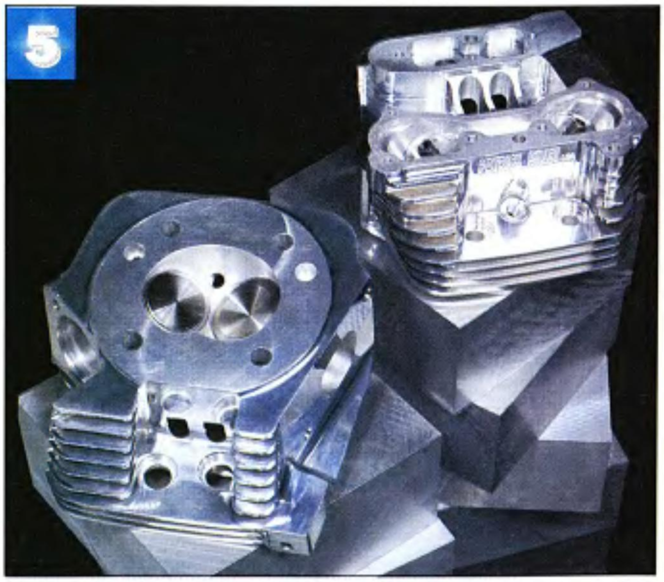
6 • HEMI DESIGN

Hemi heads must be used with their own patented pistons that feature a raised deck height. The Segmented Hemi Heads utilize new factory head castings that are CNC'd; the valve seats are fully radiused, the ports finished and fitted with PM intake, and exhaust valves and Crane titanium retainers and springs. The uniqueness of the heads allows for compression ratios from 7:1 to 17:1, and they are available to fit engines up to 120 inches.

They are made for Big Twins and Sportsters. The makers claim that an 80-inch motor with a mild cam, a good air cleaner, and slip-on mufflers experience a 15 percent increase with their heads. Hemi Design Performance Products can be reached at (708) 652-5450.







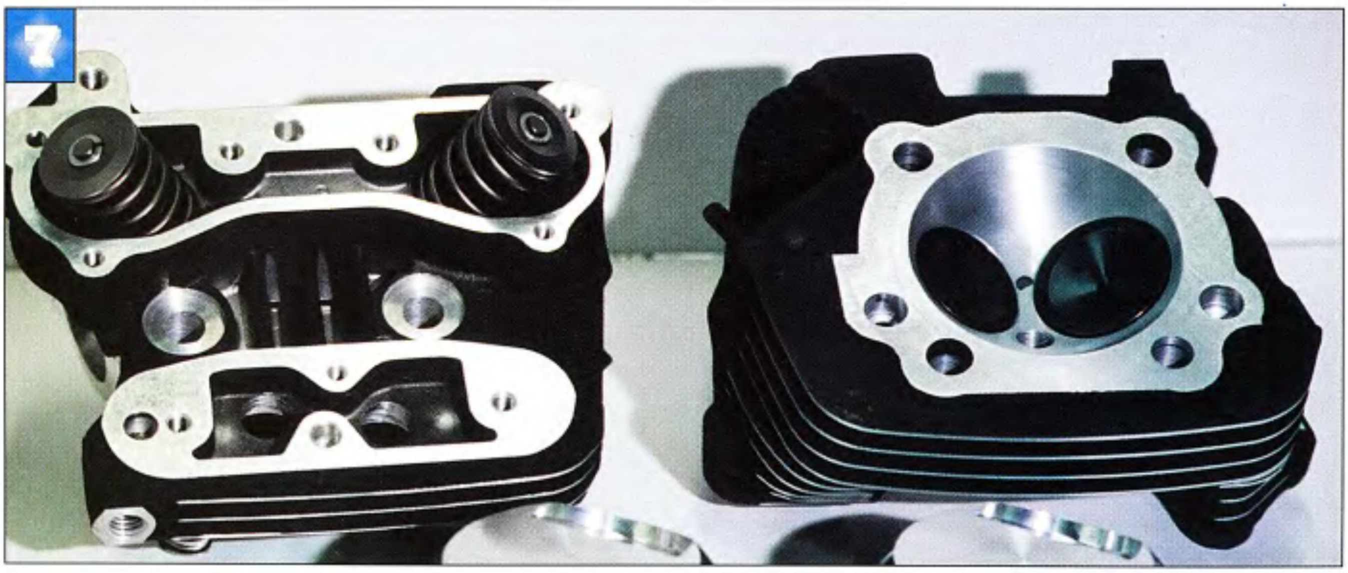
7 • PRO-ONE

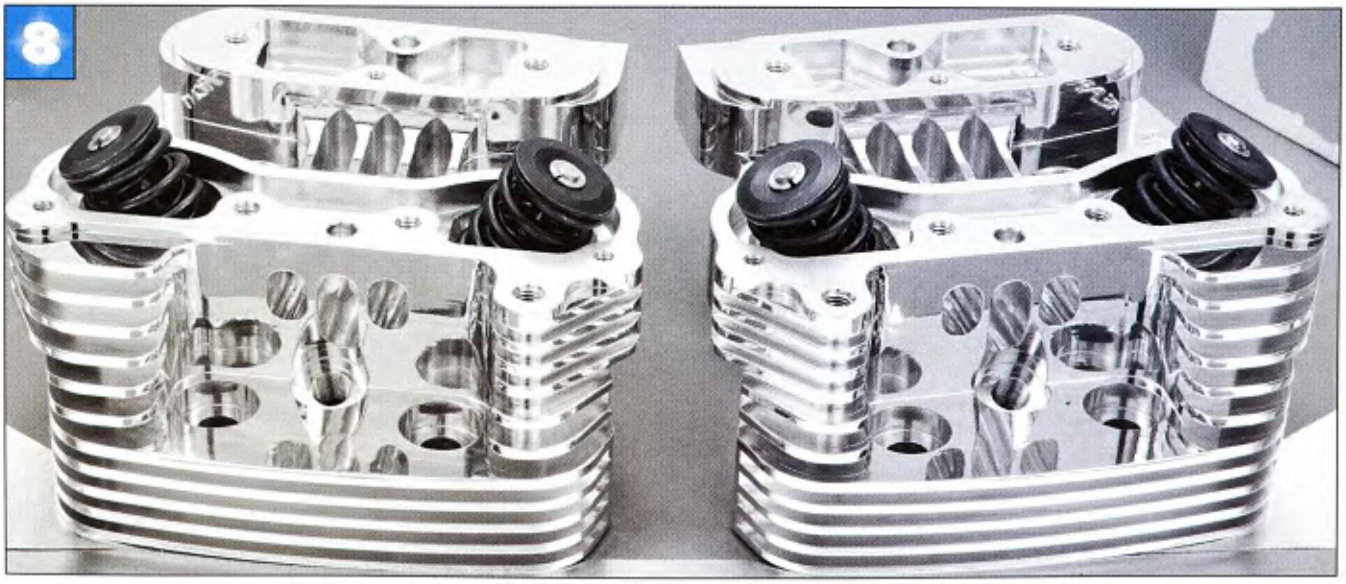
A late entry into the V-twin cylinder, but no less a contender, is Pro-One. Their 6061 T-6 billet aluminum heads come fully assembled and are designed to work as part of an integrated package. The heads feature raised floor, CNC-ported intakes and chambers, and a "D"-shaped, anti-reversion exhaust port. The chamber is high swirl machined in sizes of 72 or 80ccs. The heads will handle gross lifts in excess of .600-inch.

Pro-One utilizes chrome silicon valve springs and titanium retainers, and is promised to deliver good horsepower with a conservative 9.5:1 compression ratio.

Pro-One can be reached at (909) 596-4711.

Editor's note: You can't talk about cylinder heads without taking space to mention all the shops out there that work over stock heads, so we're going to do just that. Massaging stock heads has been raised to an art form by so many shops, that it warrants a separate article. So, in an upcoming issue we will feature the best head-reworking shops around. Stay tuned for the article, and if you're a new shop and you think you belong in here—let us know.





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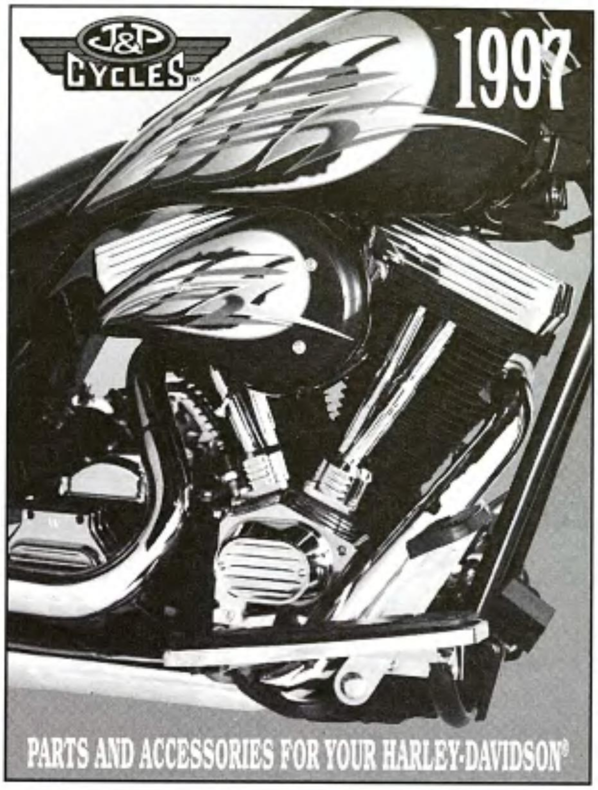

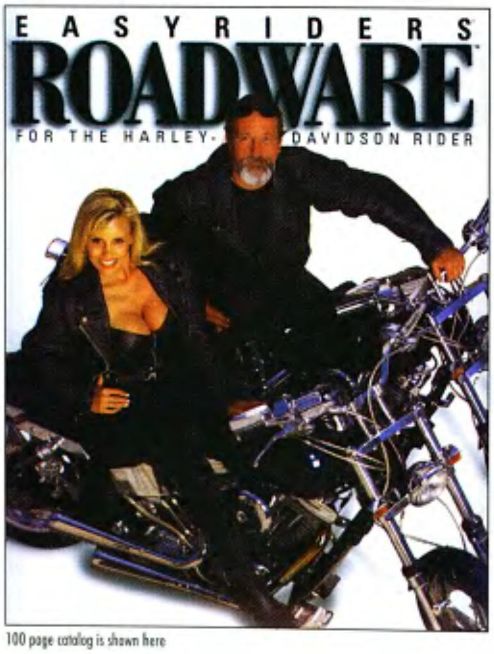

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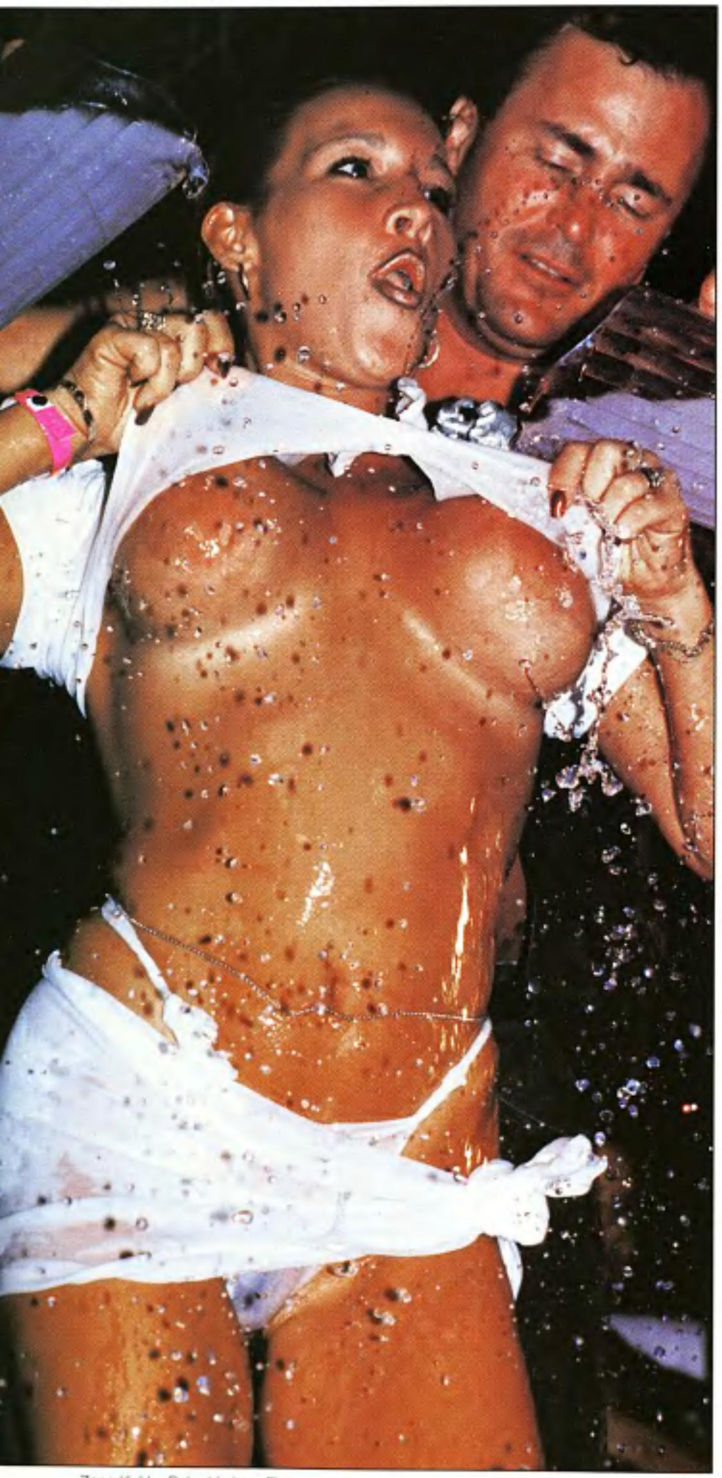
—Jim Wear, Colorado Springs, Colo.

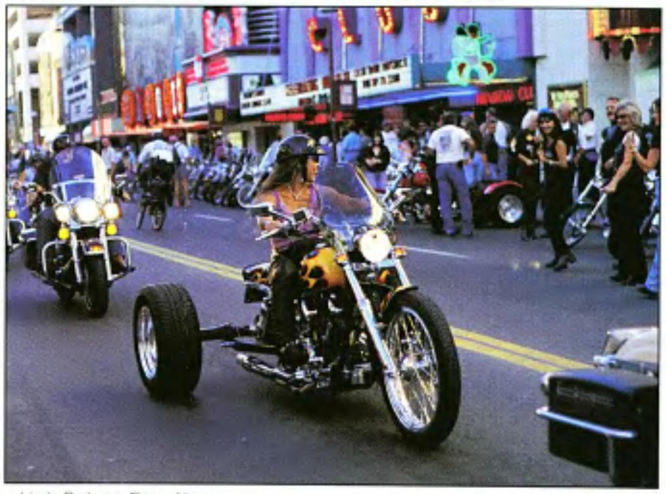
—S. Sonnier, *Easyriders* Rodeo '96, Enumclaw, Wash.

—Hilister, Gulfport Blowout, Miss.



—Zane Kuhle, Palm Harbor, Fla.

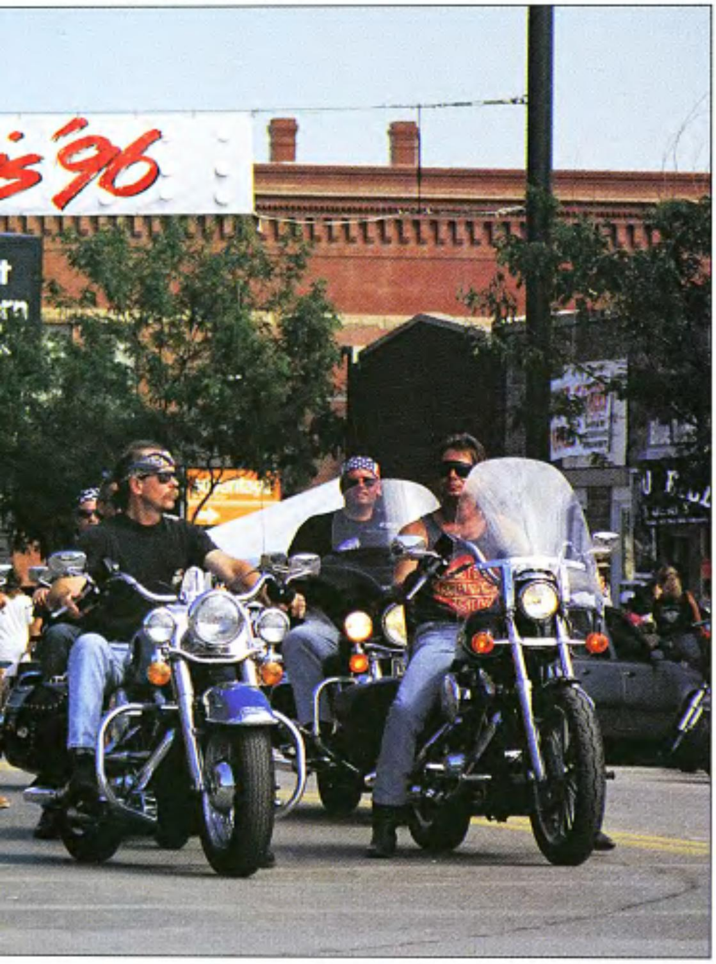
—Dale R. Myers, Sturgis, S.D.



—Linda Barbour, Reno, Nev.

—Roberto Maggiore, San Severino Marche, Italy

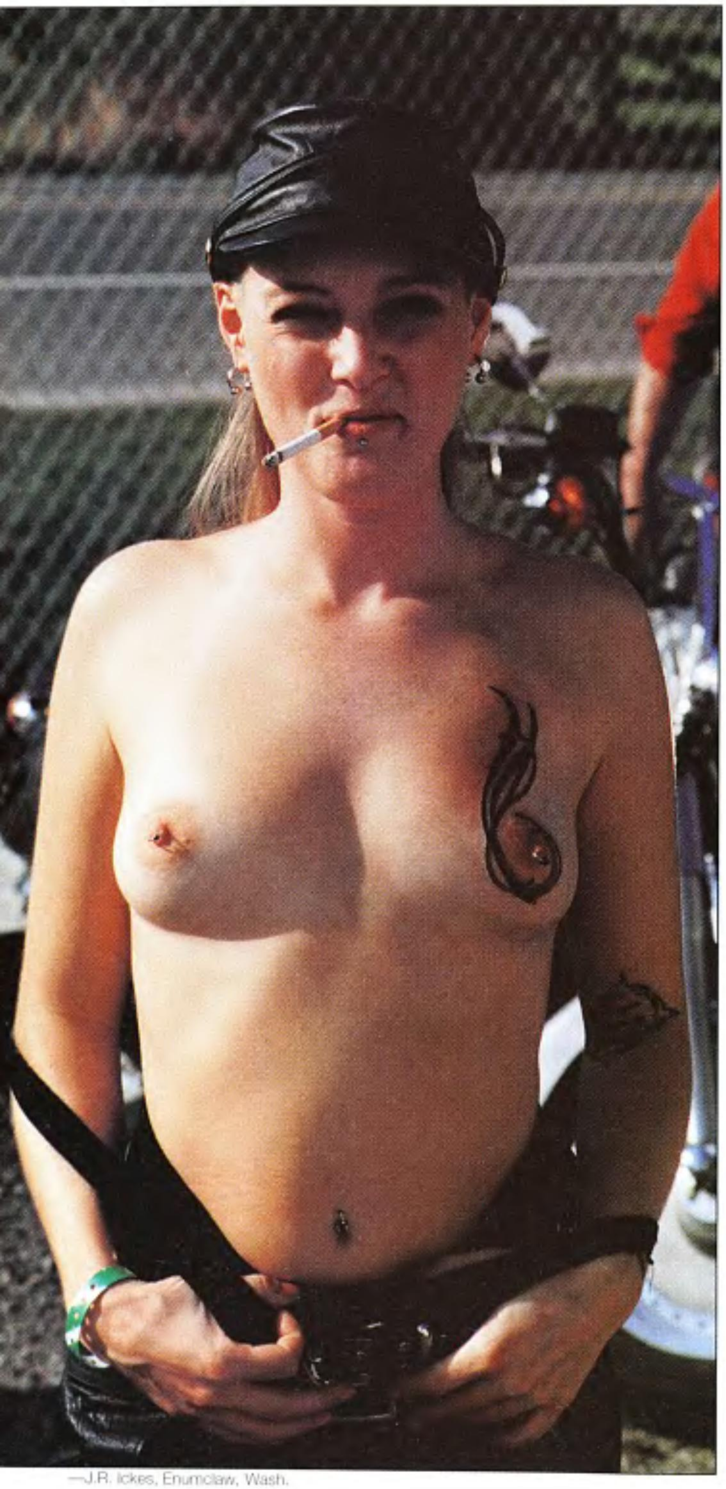
—John Bray, Buffalo, N.Y.



—Mike McMahon, Beaver Falls, Pa.

—L.G. Photos, Oklahoma City, Okla.

—Tom Bowen, Laconia, N.H. '96

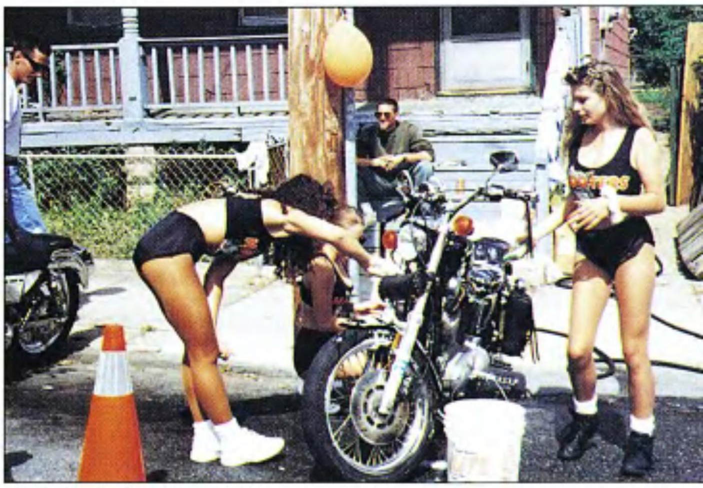


—J.R. Ickes, Enumclaw, Wash.

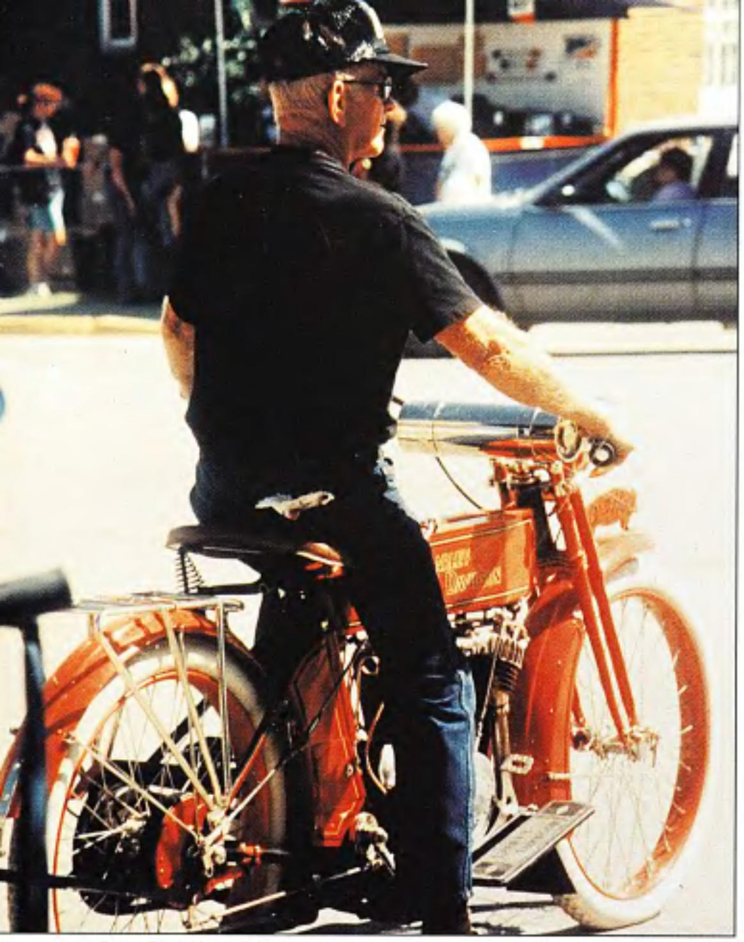
—Bret Brandt, Waterloo, Iowa

—N.Y. Gypsy, Middletown, N.Y.

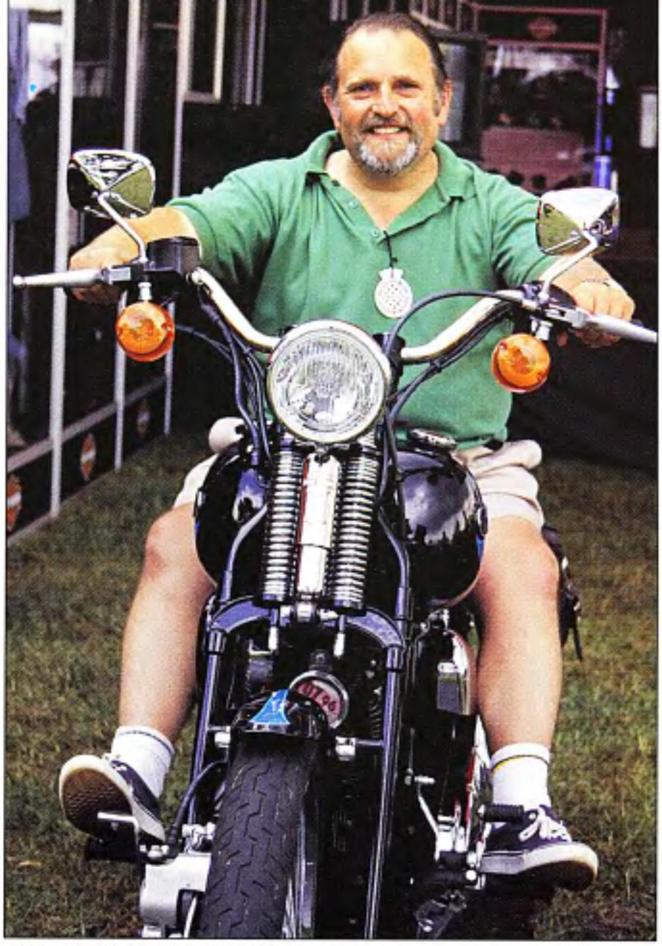
—Miserable George, Cocoa, Fla.



—Brake Handle, Staten Island, N.Y.



—Gutsy, Black Hawk, S.D.



—Richard Cooke, Goodwood Festival of Speed, England

—*Easyriders* softball team, Malibu, Calif. *Go get 'em, Rats!*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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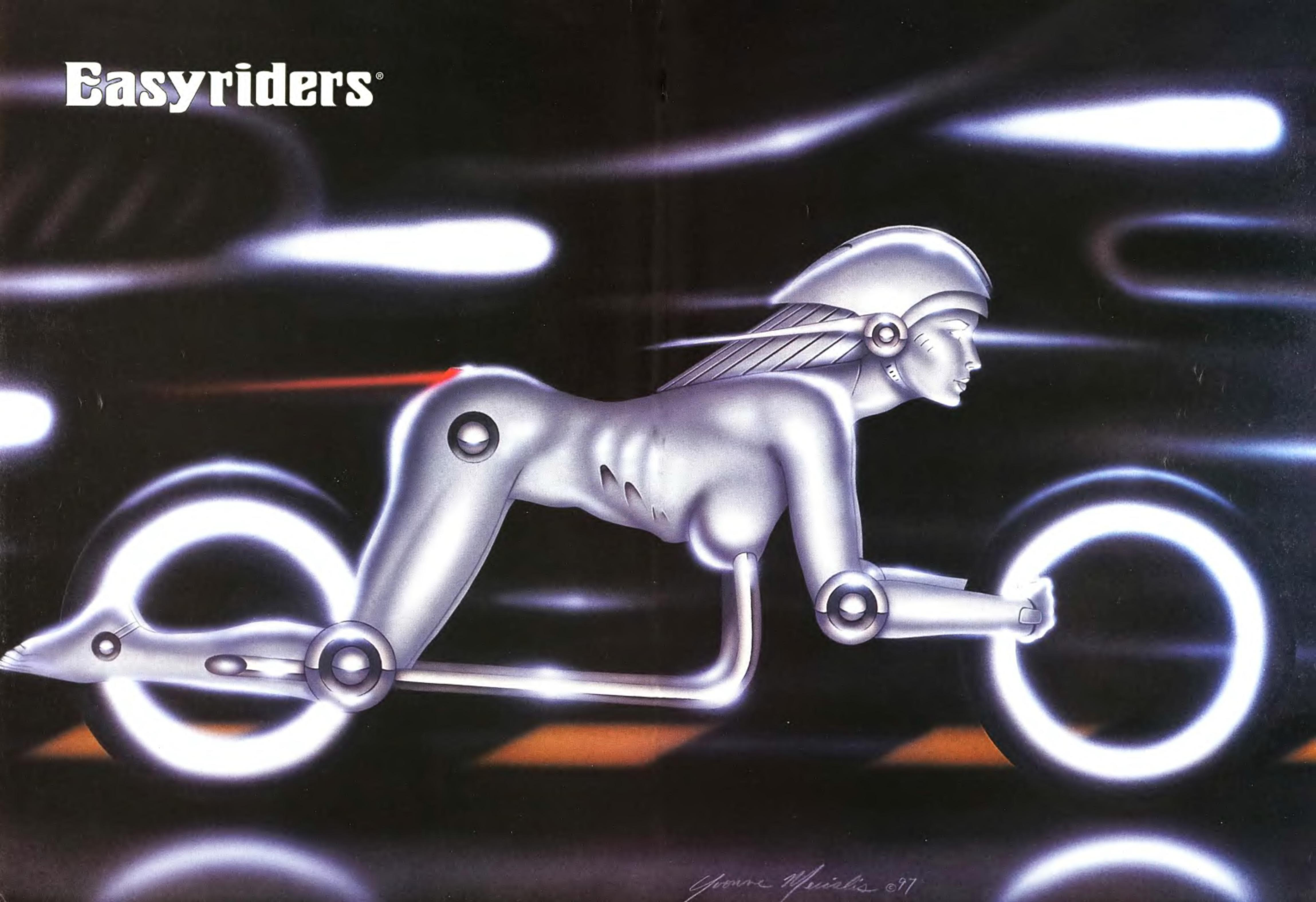

Easyriders®

When Don got ahold of this puppy it was wrecked, dismantled, and had been left outside since 1952. It would have ended up in a scrap yard had it not been for Don's car-collecting father-in-law who was given the bike by the deceased owner's wife. Don's excitement to restore the dilapidated Harley landed it at his door as a gift. When his riding buddies saw the

FROM SPIT TO SHINE

heap on the garage floor, their advice was to dump it and go buy a new scoot. Don replied, "Fifteen grand and fifteen minutes at a dealership didn't make a biker—twenty years in a solo saddle did." He was going to resurrect the antiquated brute no matter what it took.

Determination and not knowing what he was in for were two factors that helped him overcome delays. While on the verge of being overwhelmed by one problem, a dozen more would surface to further frustrate the progress. Once Don established a course of action, he sanded off the sheet metal's top coat to discover what may have been the original factory black and red paint. That discovery set the standard for the resto's appearance. To accentuate and enhance the fit and finish, an abundant use of chrome plating was decided on rather than replicating the lackluster and dreary fleet finish of the war years.

Wherever Don took the subassemblies for work, he was met with dismay about their condition. Questions about how long the bike had been stored under water →

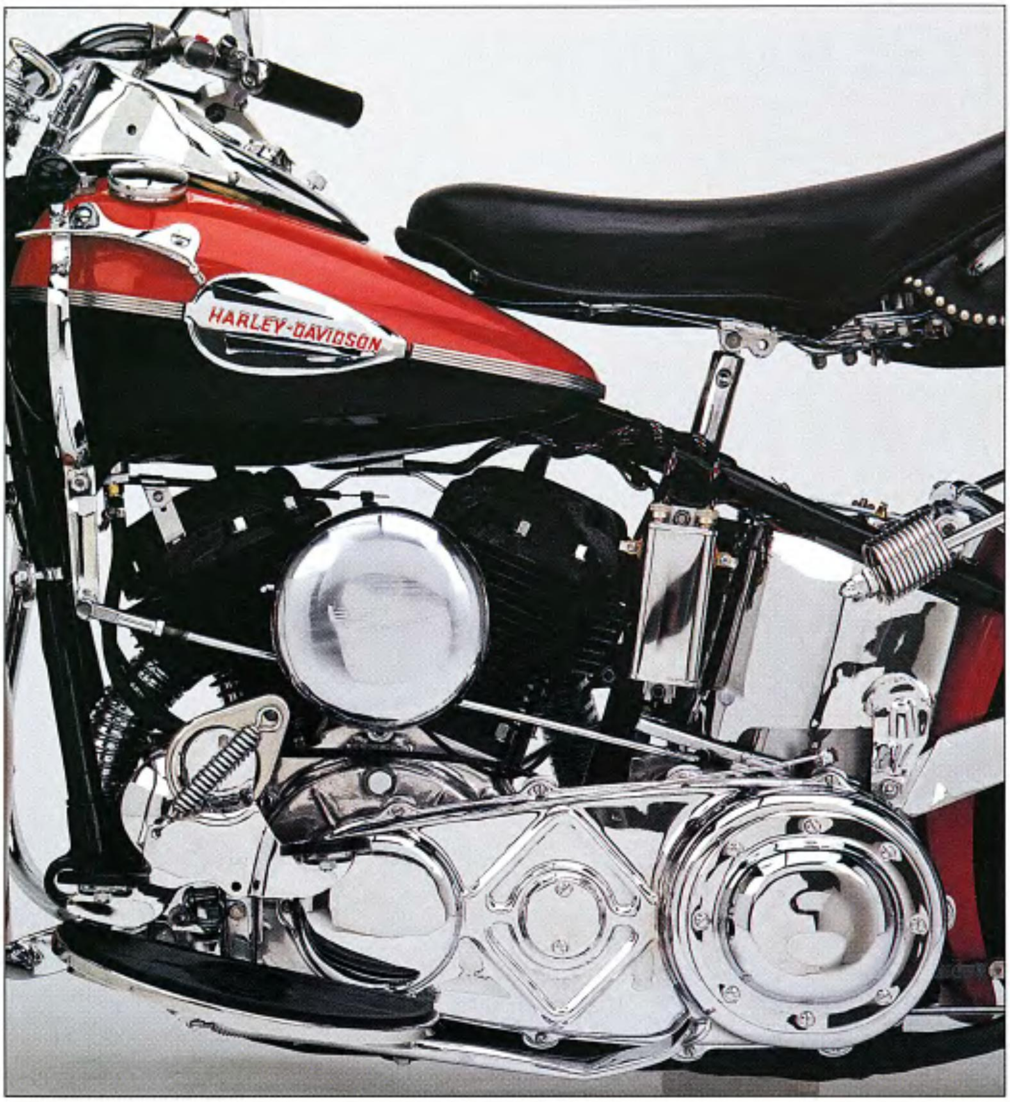
HARLEY-DAVIDSON

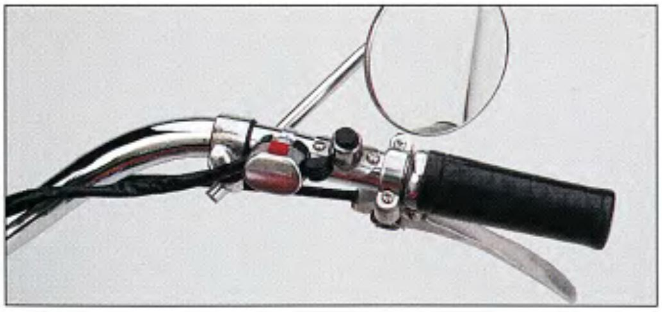
or had lived in a swamp were common. The frame shop owner said it was the worst he'd ever encountered. Every joint had to be rewelded before he could put it on the table for a tedious straightening job. A year and a half slipped away, consuming every spare minute of Don's time. He salutes Joe Whaley and Charlie Bohnhoff for their continual mechanical and technical assistance. They kept him pumped up and the project on track.

Don offers a bit of advice for those who will follow in his path: Don't save receipts. Know who you are dealing with. Get the best parts and service available. Don't scrimp—removing and replacing faulty parts is no fun on a brand-new machine. After all the problems and difficulties, it is all worth it. The first time you swing your leg over the bike and it fires, the tribulations of the restoration are erased forever.

—*M.F. Egan*

3RD PLACE: BEST OF SHOW
Easyriders Bike Show, Anaheim, California, January 4, 1997. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1998.





Owner: .... Donald Clark
City: .... Orange, California

General

Fabrication: .... owner
Year and make: .... 1944 H-D
Model: .... UL
Value: $25,000
Assembly: .... owner
Chroming: .... Orange Co. Chrome

Engine

Year and model: .... 1944 Flathead
Rebuilder: .... owner
Ignition: .... H-D
Displacement: .... 80 cubic inches
Lower end: .... restored
Pistons: .... H-D
Cases: .... stock
Heads: .... iron
Cam: .... stock
Carb(s): .... H-D
Pipes: .... H-D, chromed
Modifications: .... chrome

Transmission

Year: 1944
Shifting: 4-speed
Modifications: .... polished, chromed kicker cover

Paint

Painter: .... Greg Wilcox
Molding: .... H-D
Color/type: ...black, red/Sherwin Williams
Special paint: .... Greg Wilcox

Frame

Year: 1944
Builder: .... H-D
Type: .... rigid

Accessories

Bars: .... H-D
Fenders: .... UL
Headlights: .... chromed
Taillight: .... beehive
Speedo: .... H-D
Pegs: .... footboards
Electrics: 6-volt
Gas tank: .... UL
Oil tank: .... H-D
Oil system: .... stock
Seat: .... buddy
Mirrors: .... stock
Grips: .... H-D

Forks

Type: .... springer
Modifications: .... front legs chromed

Wheels

Front

Type: .... H-D
Size: 16-inch
Tire: .... Continental
Brake: .... H-D

Rear

Size: 16-inch
Tire: .... Continental
Brake: .... H-D

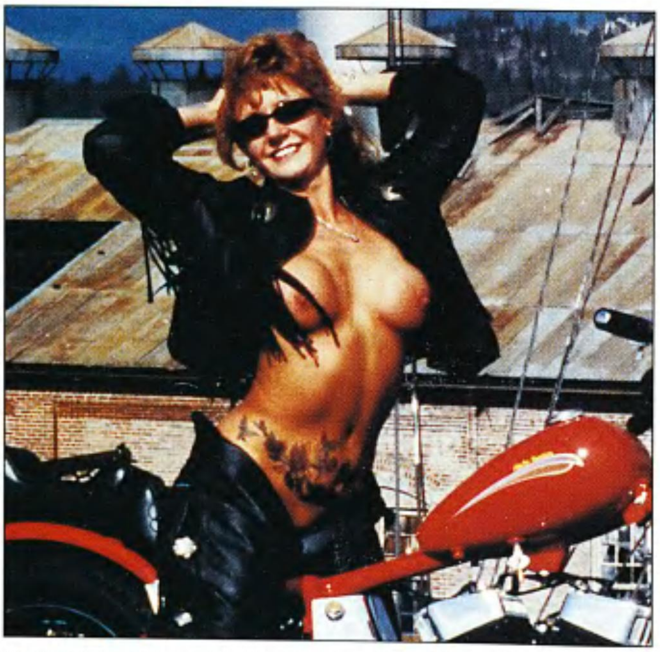
Photos: .... John Wycoff

FOX HUNT

JANUARY WINNER

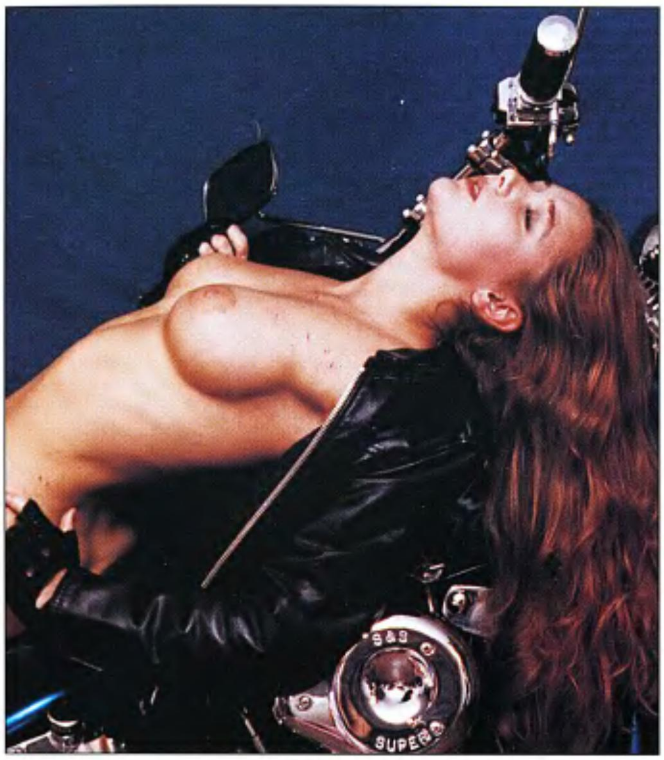
Here's your January Fox Hunt winner, Donna from Seattle. They say they're all wet up in Seattle, but take a look at her! Who are "they" anyway? Obviously, "they" never got a look at this gorgeous, rippling lass. Anyway, Donna is a professional dancer by trade and lifts weights and exercises for fun. For fun? Ya don't get into this great shape by sittin' around eatin' Bon-Bons and watchin' Oprah all day. Donna's a real trooper. After dancing into the early morning hours, she caught a morning flight into L.A., only to have to endure a life-threatening ride from the airport with Oil Can. After her near-death experience, we felt she was primed for an all-day photo shoot the next day. This was followed by a blitzkrieg shopping spree in Hollywood, after which Oil Can shuttled her back to the airport just in time for her to down a few coldies to settle her nerves for the flight. Who gave this guy a license anyway? Donna hung tough and made it back to Seattle in one piece. This lady is definitely in front of the 8-ball in everything she does. Flip to page 92 and check her rack, er, see her posed on Skot Randall's self-built Shovel.

—*Deacon Bluz*



My first thought was, "Good, good, good, good vibrations." I had to come back for more. So here I am.
Lynn, Oregon—#601

For someone wild and crazy like me, that first ride on my husband's Hog was just what I had been looking for.
Janine, Massachusetts—#602



I thank the boys from Savannah, Georgia, for that first ride. My back was arched over the fender and I had a smile on my face the whole time.
Hania, Michigan—#603

That first ride on a Harley was like my first real man—hard, strong, and to the point of total enjoyment.
Melody, Kansas—#604

The only thing better than my first ride on a Harley was my first ride *naked* on my Harley.
Lisa, Texas—#605

My first ride on a Harley-Davidson made me proud to be an American. It gave me a sense of ultimate freedom.
Kathy, New York—#606

FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #288 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Here she is, bros, the February 1997 winner in our monthly Fox Hunt, Mitzy, #203, from Palm Bay, Florida. See more of her next issue.

For this issue, you can begin sending in your votes beginning June 1, 1997.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties is June 30, 1997. We will print the winner in the October 1997 issue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

288

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________

Address ______________________

City __________ State __________ Zip __________

Daytime Phone (   ) __________ Evening Phone (   ) __________

I am _____ years of age, born __________

I will pose Topless _______ Full Nude _______

Model's Signature ______________________

Photographer's Name ______________________

Address ______________________

City __________ State __________ Zip __________

Daytime Phone (   ) __________ Evening Phone (   ) __________

Photographer's Signature ______________________

Don't forget to vote. These girls are depending on you.

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

____

____

____

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We got two big inchers in one when beautiful Brittany and her five-star fruit stand accentuated the curves of Travis Hill's 103-inch Softail in the August 1996 issue.

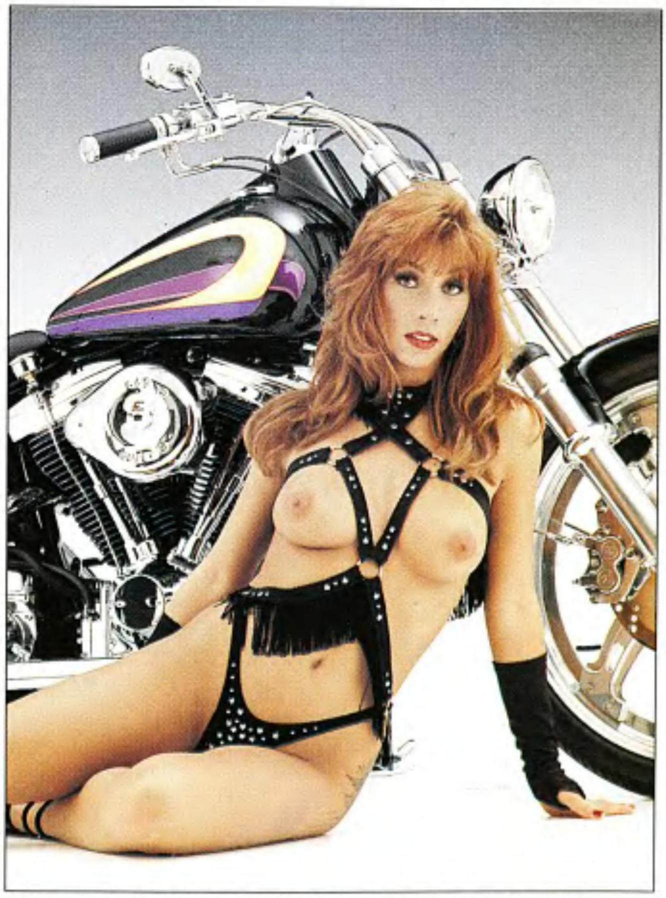
EASYRIDERS BEST BABES OF 97

Here, let me get that! Theresa lends a helping hand as she and Lisa heat up Paul Yaffe's custom FXHT in the March 1997 issue.

If it weren't for women, I'd have my sanity. If it weren't for women, my right hand would be a testament to polished flesh and muscle fatigue. If it weren't for women, I'd be a fez-wearing, charity-working Shriner, letting the days pass without filling every waking moment with lewd thoughts about T-shirt-bouncing, hip-smoldering, long-legged, full-breasted, mouth-watering, lip-smacking, pulse-derailing fluid receptacles ...

It started with my old man's copy of *Evergreen*, way back with a full frontal shot of some brunette's bush and boobs, posing on a goddamn brick wall. Six years old, and I was injected with a preview of a lifelong drug that would rule my soul and lead me to the doors of this rag. So if naked women and god almighty Harleys rule your every waking day, then →

Luscious Lisa Lynne, our Perry Mason in a Wonderbra, was the September Fox Hunt winner and fired up Bob Cashwell's '95 Pro Street in the February 1997 issue.



Softail Angy Durke, October Fox Hunt winner, "bonded" with Rick Ardi's Hollywood Hardtail in the March 1996 issue.

Our surprise entry is this soon-to-be-featured sweetheart from Czechoslovakia. Is this what all the fighting's about? If so, it's understable—count me in.

Noelle, fiery feature model and cover babe from October 1996, smoldered on Custom Chrome's Rolling Inferno, an '89 FXST.

XXX-tremely ravenous Rayveness strutted her sultry self on Craig Addiego's Hot Rod Shovel in the August 1996 issue.

1996 Fox of the Year, Lisa, shows why she captured the Ms. *Easyriders* crown as she poses on Pacific Custom Cycles' '67 Spliced Shovel in October 1996.

you've come to the right place, bros.

There are no finer women in the world than those who breathe the air shared by bikers. Like the gals on these pages, they've got heart and soul, tits and temper, lust and carnal cravings that can keep up with the fire in our bellies. And they've got those eyes, the ones you can spot across a hundred people in a smoke-filled bar, offering the sultry, fierce, come-fuck-me stuff of sleepless nights and strained lower backs.

So keep the tank full and the p-pad handy—Mother Nature will do the rest. And if you do happen to meet that nasty looking double-breasted, hellfire-spittin' woman of your dreams, remember to save your strength, 'cause she may have a younger sister. And God help you if she's a redhead.

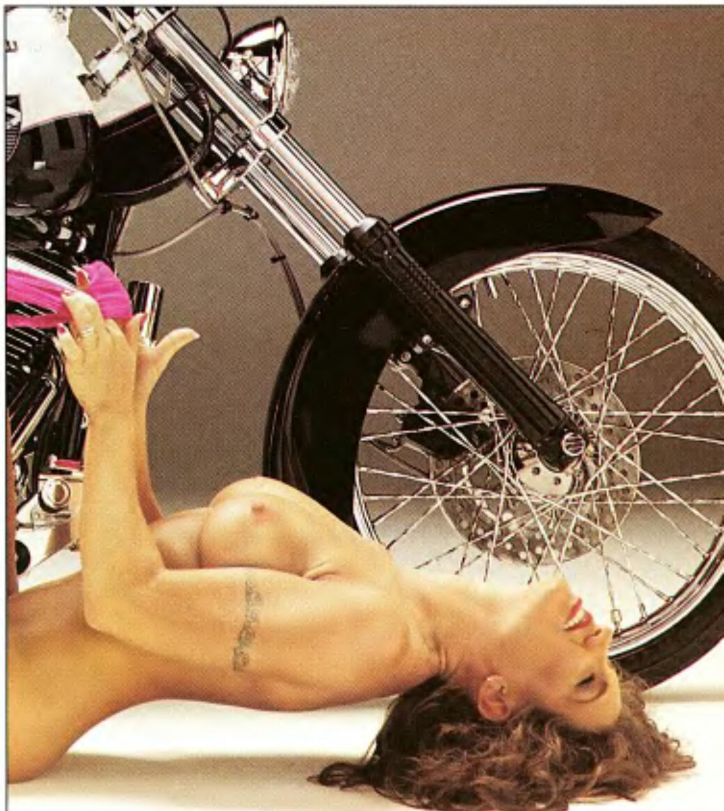
—Captain Trash

Adriana, cover honey of the November 1996 issue, hunkers down with Weasel Jason Swieck's hunkered-down '92 1200cc XLH ex-Hugger.

Another soon-to-grace-the-pages beauty, Michele, will be heating up Hector Sedano's '96 Bad Ass Pro Street in the July '97 issue.

Bodacious Fox Hunt winner, Rebecca from Texas—they grow 'em big there—posed on Hardball Hamster Keith Terry's '88 Softail in the March 1997 issue.

Ooh-rah! Everyone stood and saluted when perky Pam, our August Fox Hunt winner, stretched out on Agus Sembado's Softail in the January 1997 issue.



Writhing, tattooed Tamara was our cover cutie and feature gal, appearing with Mike Stewart's '93 Raiders-induced Softail in the May 1996 issue. Dance li'l sister, dance!

Lord knows I try. Really, I do. I try to stay politically current and also read everything about American history pertaining to politics. But sometimes the "us and them" mentality really gets old. Now don't get me wrong—I try to be as bipartisan as I can, but the promises "they" make borderline on insanity, not to mention the great catch phrases that get thrown around like, "building a bridge to the 21st century." Hey, this is America, not a car commercial.

I have yet to talk with anyone who believes that any progress toward cutting taxes or creating new (read: real) jobs will be made anytime soon, or at least in this century, not that anyone is knocking the government. Christ, it's the only one we have, and the alternatives are frightening. But we'd at least like to see the federal government get back to basics: building highways, food and drug testing, and military funding.

STATE OF THE UNION SHOVELHEAD

Easyriders

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If you want to see a bridge to the 21st century, then feast your eyes on Skot Randall's 1996 Shovelhead. No lobbying necessary, this is an owner-built bike, and probably the most progressive Shovelhead this pundit has laid eyes on in years.

Skot said he has always been a Shovelhead guy, that anything else just seemed too unnatural looking, un-American even. Shovelhead people are like that, no crossing party lines, no voting against their will. But when he decided to build another custom bike, he wanted something modern and creative, yet with traditional styling, and it had to be fast and furious. He wanted a wild, unregulated, and wide-bodied hot rod. He wanted the all-American sled, that would be as at home cruising across the Bay Bridge as it would be on Lake Woebegone. So Skot, being a red-blooded American, did what came natural and built his bike—himself.

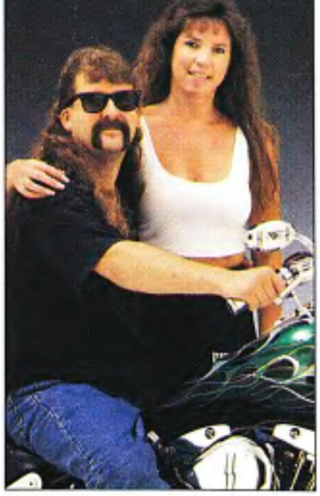
Starting with a Simms Wide Drive Softail frame and a Shovelhead engine, Skot began the task of assembling his dream bike in what he describes as three strange days. A filibuster of a bike building, if you will. In order to pass the bill, Skot had the engine work done by Bob Gomes, and it features a 97-inch →

S&S stroker kit, a radical Sifton cam and a Super G carb. Being that Skot lives near Simms in the East Bay Area and really digs the low, fat Simms style, he relied on Ron for some parts like mirrors, grips, rear pegs, fender rails and swingarm. Performance Machine 18-inch wheels and brakes roll underneath the 2-under stock FLH forks. (Hey, why mess with a good thing!)

Yeah I know, I know, I didn't forget about those bite-a-hole-in-your-congressional-ass flames. Since Skot is a painter at a local Toyota dealer by day, he painted the black, green and gold flames using the DuPont Chromabase system. I saved the paint detail for last so I could tell you that along with encouragement from his wife of five years, Lisa, Skot has opened a shop in Dublin, California, called Skot's Progressive Customs, (510) 833-9147, and if it passes the senate, and doesn't get vetoed by the president, then hopefully we'll see more progressive spans toward the next century.

Until then, we'll be partying like it's 1999, with our own candidate to run against Lizzy Dole and Al Gore in 2000, the lovely and talented Donna, who knew that winning the Fox Hunt was the best way to win electoral votes. Talk about stuffing the ballot box, indeed!

—Flynch



Owners: Skot and Lisa Randall
City: Dublin, California

General:
Fabrication: owner
Year and make: 1996 Special Const.
Model: Softail Custom
Value: for sale
Assembly: owner
Chroming: Santa Clara Plating

Engine
Year and model: 1980 Shovelhead
Rebuilder: Bob Gomes
Ignition: Dyna
Displacement: 97 cubic inches
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: H-D by Hannan's
Cam: radical
Carb: S&S Super G
Pipes: Thunderheader
Modifications: balancing by Donnie Rich, S&S/BACC air cleaner, Sifton lifters

Transmission
Year: 1980 4-speed
Modifications: Performance Machine wheel sprocket

Paint
Molding: owner
Paint: owner
Color/type: black, green, gold/Chromabase
Special paint: flames

Frame
Builder: Simms
Type: 1996 Wide Drive
Modifications: 38-degree rake

Accessories
Bars: Simms
Fender(s): hand-built, owner
Headlight: stock
Taillight: custom
Speedo: '62 FLH
Pegs: runningboards/Simms
Electrics: '95 H-D
Gas tank: stretched by owner
Oil tank: custom
Seat: Corbin
Mirrors: Simms Lightning
Grips: Simms Lightning

Forks
Type: H-D, FLH
Modifications: 2 inches under

Wheels

Front
Type: Performance Machine
Size: 18-inch
Tire: Metzeler 130/50
Brake: Performance Machine

Rear
Type: Performance Machine
Size: 18-inch
Tire: Metzeler 160/50
Brake: Performance Machine

Photos: Steven Gunn, Raiko Hartman

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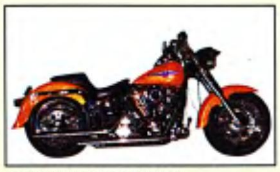

1996 COLUMBUS CUSTOM
Stock #: NM011 **Color:** Orange **Mileage:** 250 Break in

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1996 LOW BOY
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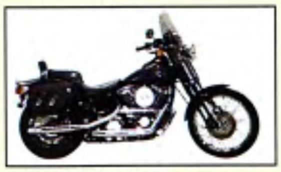
Stock #: Titan 066 **Model:** Gecko **Engine:** 96ci/108 H.P. **Features:** 3 year/unlimited miles **Color:** Yellow

1997 COLUMBUS CUSTOM
Stock # NM014 **Color:** Black/silver marble **Mileage:** Break in miles **Features:** Wide chassis, stretch tank, lower air dam



1995 HARLEY-DAVIDSON
Stock #: UM165 **Model:** Bad Boy FXSTSB **Color:** Black/Blue **Mileage:** 1160

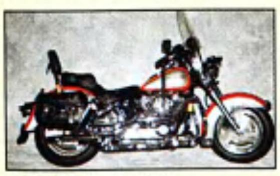
1994 HARLEY-DAVIDSON
Stock #: UM155 **Model:** FLHTC **Engine:** 80 ci **Mileage:** 30,600 **Color:** Black

1986 HARLEY-DAVIDSON
Stock #: UM1000 **Model:** FLT **Engine:** 80 ci **Mileage:** 43,000 **Color:** Red

1995 HARLEY-DAVIDSON
Stock # UM146 **Model:** Road King **Engine:** 80ci Evo **Mileage:** 3100

1994 HARLEY-DAVIDSON
Stock #: UM157 **Model:** FXSTC **Engine:** 1340 cc **Color:** Blue **Mileage:** 4700

1951 HARLEY-DAVIDSON **Stock #:** UM75 **Model:** Panhead **Engine:** 1200cc **Color:** Brown **Mileage:** 1100 on rebuilt engine



1995 HARLEY-DAVIDSON
Stock #: UM175 **Model:** FLSTC Hertitage Softail **Color:** Red/Gray **Mileage:** 1325

1993 HARLEY-DAVIDSON
Stock #: UM174 **Model:** FLSTC Heritage Softail **Color:** Black **Mileage:** 13,041

1994 HARLEY-DAVIDSON **Stock #:** UM180 **Model:** FLSTF Fatboy **Color:** Black Custom **Mileage:** 13,200

1995 HARLEY-DAVIDSON
Stock #: UM179 **Model:** 883 Custom XLH **Color:** Purple **Mileage:** 1540

1993 HARLEY-DAVIDSON
Stock #: UM178 **Model:** 1200 Sportster **Color:** Black **Mileage:** 1030

1995 HARLEY-DAVIDSON
Stock #: UM181 **Model:** FXDWG Dyna Wide Glide **Color:** Black/Yellow **Mileage:** 3500

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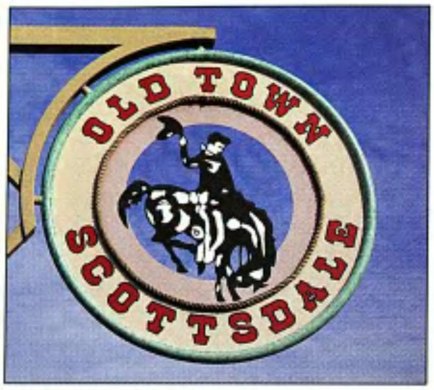
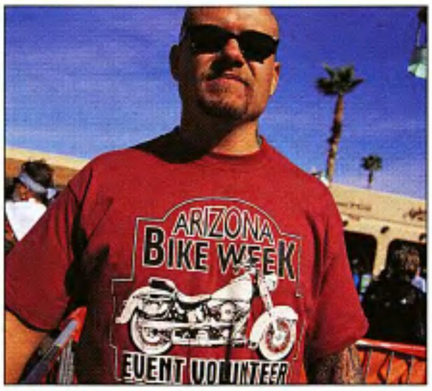


Yahoo—ride 'em, buckaroo.

Eric Burdon and Nancy Cairns.

Shades of the Old West.

My homeland, San Berdoo.



Hard worker.

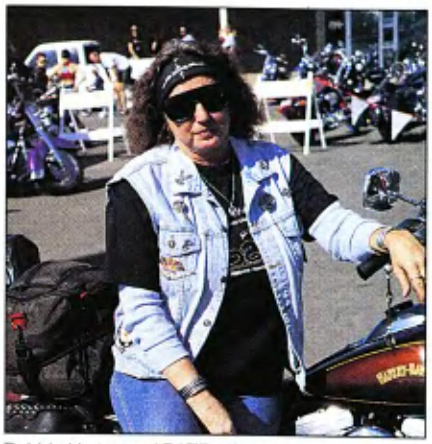
ARIZONA BIKE WEEK

Colonel Harry Fisher having fun in Phoenix.

Howdy, folks. Here we go again. As you can tell by the title, I spent some time in Arizona. But before I tell ya about that, let me say that *Easyriders* had one hell of a fine bike show in Anaheim, California, on January 4. It was neat scoping out all the American steel. Creativity ran rampant. Absolutely the best thing for me was to get out of the house and hang out with the people at the show. Transportation to the bike show was provided by Rodeo Ray and Kari Sioux Tewksbury. They came by my pad and picked up yours truly on their coach. As you may or may not know, Kari Sioux and Ray ride around the country on their converted Greyhound bus and cover all the *Easyriders* Rodeos. Before leaving the house, Ray had to change a tire on their bike trailer. It couldn't be a simple tire change either, because he had to break down two tires and mount the good tire on the right rim. The spare had the wrong lug pattern, making for all the extra work. Once that was out of the way the rest of the weekend was smooth sailing. We always have fun together. Our initial meeting was back in the mid '70s near Clearwater, Florida.

Like I said, the *Easyriders* Bike Show in Anaheim kicked butt and took names. My pal Wink Eller took home the Best Engineering trophy. Way to go, Winkster.

January 19, a group of friends of mine and I went by the Cactus Corral in Palm Springs to see and listen to Gina Logan and the Hoard. She writes and sings original biker tunes. To me, her music has a very laid-back sound. It's sorta like a cross between a mellow Janis Joplin and Mary Ann Faithful, →

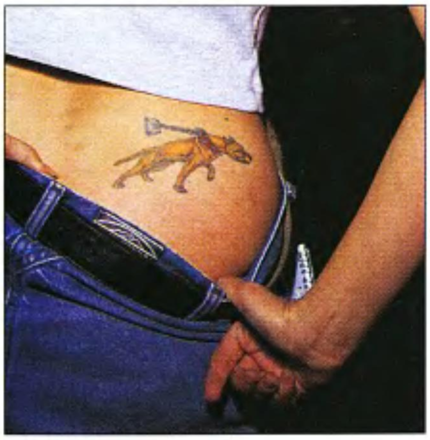


Bobbie Hartman, ABATE officer.

The start line for the Super Twin 883 race.

mostly slow tempo. Granted, some of the songs were more upbeat than others, but generally not what I listen to. I like some Country such as CDB, some Blues like SRV, and Classic Rock of the Southern variety. Although I did hear some raw gut quality, á la Janis, briefly. I think the group as a whole needs some polishing. The lead guitar player hit some good licks but that's only my opinion. What do I know about music?

While still in California, Rusty and his helper Curtis came by and installed a 2 3/4-inch belt drive on Darling, my '83 Softail. It works bitchin' and gives me more confidence that it won't be as apt to break as a narrower one—that's the idea, anyway. Then there's the added bonus of the drive line being lighter by 7-plus pounds versus the chain and sprockets. Less reciprocating mass should equate to quicker revolutions. The outer primary cover had to be spaced out. This was accomplished by chopping down a junk outer primary cover. I like it for several reasons, particularly when I'm told it can't be done. Rusty has many years worth of experience on belt drive systems. Belt Drive Limited (BDL) has their belt drives on the fastest drag bikes in the nation. There was a BDL belt on Elmer Trett's bike when he did a 6.06 E.T. at 235 mph two weeks before his death at Indy last year.



Nice tat.

Arizona cutie pie.

I forgot to mention that I saw Johnny Pag at the *Easyriders* Bike Show. He invited me to visit his shop, which I did later in the week. Johnny and one of my old pals, Kerry Von Clark, have founded some sort of partnership or at least a business arrangement of one manner or another. John's shop is called Johnny Pag Creations. Yeah, really original—whatever. Anyway, Kerry has three CNC machines and can make anything he chooses with these machines. Kerry grew up in his dad's machine shop, starting with a broom to sweep up metal chips at a very early age. Right now they are producing custom billet rear wheel pulleys in several sizes, and manufacturing billet triple clamps. Johnny has fabricated motorcycles for a few celebrities and is well known around the industry. I wish him and Kerry well in their endeavors.

On February 17, Baby and I rode to Phoenix for the First Annual Arizona Bike Week. It's a 350-mile one-way trip. They were to have bike rides and functions at many of the watering holes around town, culminating the following weekend at Phoenix International Raceway with the Superbikes and Harley-Davidson SuperTwins going at it for the season opener, which were, by the way, very exciting to watch.

Before getting into that, let me fill ya in on what I had the chance to do earlier in the week. On the 8th, there was a huge bike ride from Old Town Scottsdale to Harold's in Cave Creek, a suburb of Phoenix, north of town. This ride kicked off Bike Week in Arizona and it was called the Lizard Rock ride, sponsored in part by Myron Larrabee of the *Easyriders* of Scottsdale store. Several thousand riders showed up for the ride, and they all left me stranded when Baby's battery took a shit. The best I can figure is that I fried the battery en route to Phoenix because I've got the hotter amperage system on board Baby. That is, Baby's charging system started going away last winter and I had it stepped up to a 38 amp setup. Since I didn't run with the spotlights on, the charging system produced too much voltage for a two-year-old battery. Although all the plates had plenty of acid covering them, the battery failed to hold a charge. If I had been running a fuel injection pump, it probably would not have mattered. Seldom do I get more than a year out of a battery. Since I keep an H-D battery tender hooked up to Baby when I'm not riding her, I've gotten an extra year's worth of use out of the battery. I'm not complaining one bit, but I did feel rather funny watching every one of 'em go by. Not to worry—the *Easyriders* store →

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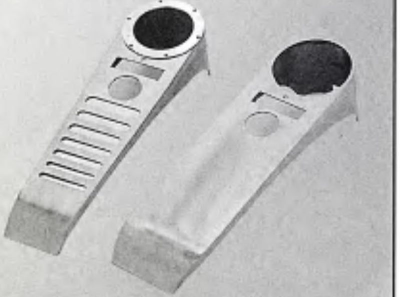

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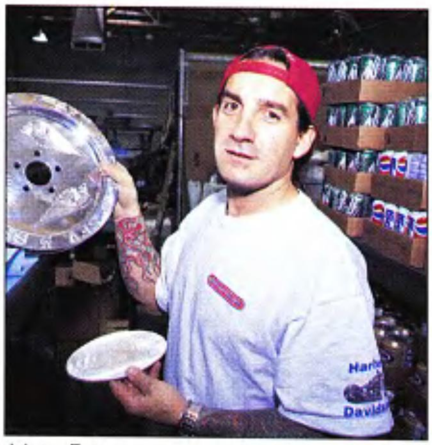
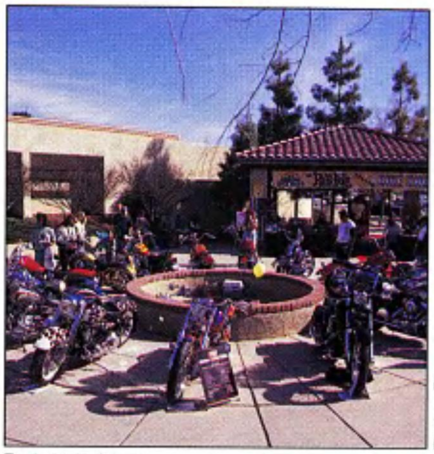


Johnny Pag.

Keeping the VR1000 tires warm.



Rat's Hole Show.

Photos: Rip

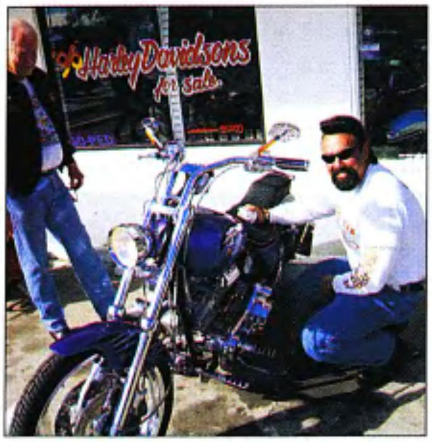
was less than a block away and they took care of the problem post haste. Baby and I were just an hour and a half away from the pack so I'm sure I didn't miss too much. One rider went down and was airlifted to a nearby hospital. The local constabulary escorted the riders to Harold's front door. I understand that one of the leaders was tripping the traffic signals so the pack could go through under a green light. It did take a while to dial in that part of the program.

The party at Harold's was a blast. They had door prizes, a raffle, and a Miss Arizona bike and tattoo contest. I'm not gonna list the names because, for one thing, between the bike shows and tattoo contest, I wouldn't have room to write about anything else.

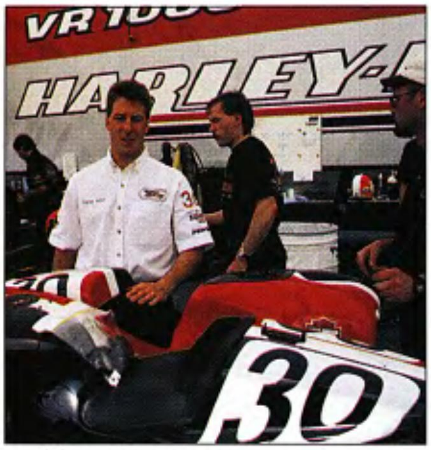
The next day we rode out to the Post Time Pub for the Trifecta Custom Bike Show. It was packed with people coming and going. They had 12 different classes. The show was held all around the Post Time. Maiko was in the parking lot with his EBGB team conducting a horsepower shoot-out. Their dynamometer was in constant use all day. The Belanger Bros band entertained us on a stage set up behind the bar. There were lots of vendors and beaucoup fine-looking, scantily clad females for our viewing pleasure. The sun was out, making for a perfect Arizona weekend. Incidentally, the Post Time Pub is listed on page 18 in *Ridin' with Rip: the Bros Club guide to America*.

Valentine's Day evening found the crack Paisano photo crew, or what was left of us, at the Leather and Lace Chrome Ball, held in the Pavilion at the Biltmore Resort. We looked and felt like a bunch of whipped puppies, but quickly caught our second wind and moved into the fast lane one more time. It had been a very busy week and a half. The proceeds of the ball went to benefit the Children's Cancer Center. We were guests of Nöel Winters and Lisa Erickson. They own an exclusive custom leather store called Wow, on Fifth in Scottsdale. They put on several leather shows around town during Arizona Bike Week. I do like seeing fine female shaped tushes in chaps, how about you? Anyway, back to the ball. I spent a few minutes with one of my homeys, Eric Burdon, after the ball. He's still the same and sounded good that night. Of course, he filled the dance floor when he went into The House of the Rising Sun during the encore. It was good times with good people.

The next day found us at Avondale, Ariz., for the Avondale Cycle Fest. Karl "Big Daddy Rat" Smith was on hand conducting his Rat's Hole Bike Show. Colonel Harry Fisher was present with



Myron Larrabee with one of his creations.



Tom Wilson factory rider.

the Victor McLaglen motorcycle drill team. As usual, they put on their spectacular show—thanks, guys. There were various vendors selling motorcycle-related stuff up and down a five- or six-block area with putts parked curbside all the way down. It looked and felt great; Arizonians should be proud. There were plenty of Harley riders thereabouts.

On Sunday Nancy Cairns and I ran around Phoenix International Raceway trying to catch the racing action. Bill Davidson was there to support the factory racing team. I met his good-looking wife, Callie. She's too pretty for the likes of him. Hey, am I the only one who sees it, or does handsome Billy look like a young Hank Williams Jr.? Anyway, the best Harley finisher in the Super Bike race was clean-cut-looking Thomas Wilson, number 30 from Oregon, Ohio. He came in 5th on his factory ride. The SuperTwin race was won by Eric Bostrom, who rides out of El Segundo, Calif. Although he had the pole, he lost it on the first turn of the first lap and had to come from behind to win. Eric also owns the H-D SuperTwin new AMA pro track record, riding around PIR in 79.730 or 1:08.180. For these races, the track was set up for a road course, with the distance being a little over a mile and a half a lap. The course had 11 turns →

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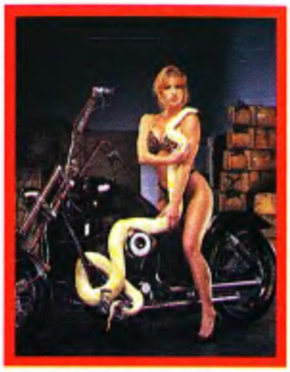

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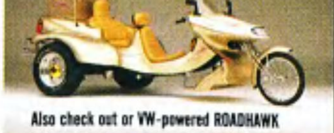

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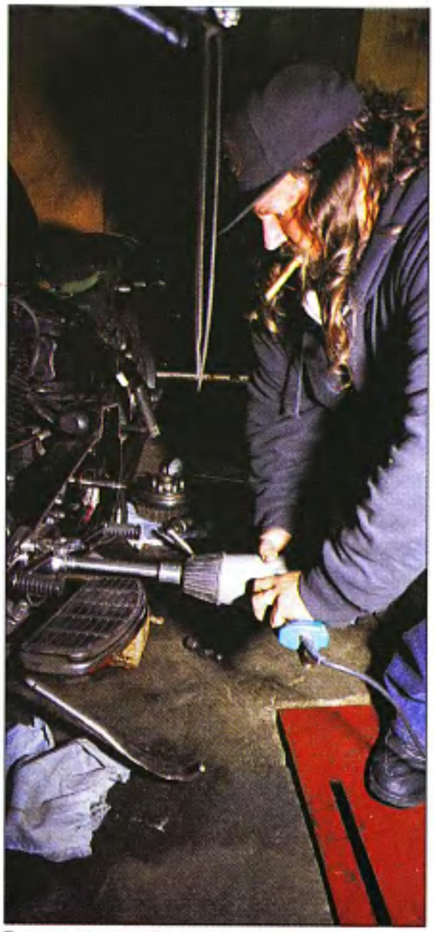

Rusty getting into Darling's primary.

Nice, er, rack.

in all. Incidentally, I liked seeing duct tape on Eric's recycled leathers. I can identify with you, man. He sounds like a really nice, humble dude, but when racing, he has the drive of a hungry tiger. Watch this kid go places.

I also had the opportunity to meet Cal Rayborn III from Rupert, Idaho, who was riding an independent VR1000. Some of you old-timers may remember his dad Cal Rayborn Jr. who, to this date, still holds records at the Bonneville Salt Flats in his particular class. He rode a fast fuckin' Sportster.

All in all it was fun days in the sun. I couldn't help feeling guilty since much

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of the country was still cold and wet. But I got over it quickly because those rays felt too good. Dave Anderson from *Easyriders* of Ontario and a group of his fellow Canadian friends were also soaking up the sunshine.

Congratulations and well wishes go out to Kimmy and Teddy Bear Bill from Kimmy's Custom Leather, who were set to get hitched March 1, the same day one of my daughters is doing the same thing in Vegas.

I'd like to thank Cruise America for all the amenities they provided to our film crew. And mostly to Nancy Cairns and her ol' man, Joseph, for putting up with the Paisano Weasels at their house all 11 or 12 days of fun, fun, fun.

You snowbirds may think about coming this way next year because it's gonna happen again, only this time bigger and better.

Well, I'm gonna close right here. As you can tell, I'm back and feeling good. I may be coming to your area. So how about dropping me a line letting me know what's going on in your neck of the woods. I'll be waiting to hear from you all. Until then, see ya.

—*Rip*

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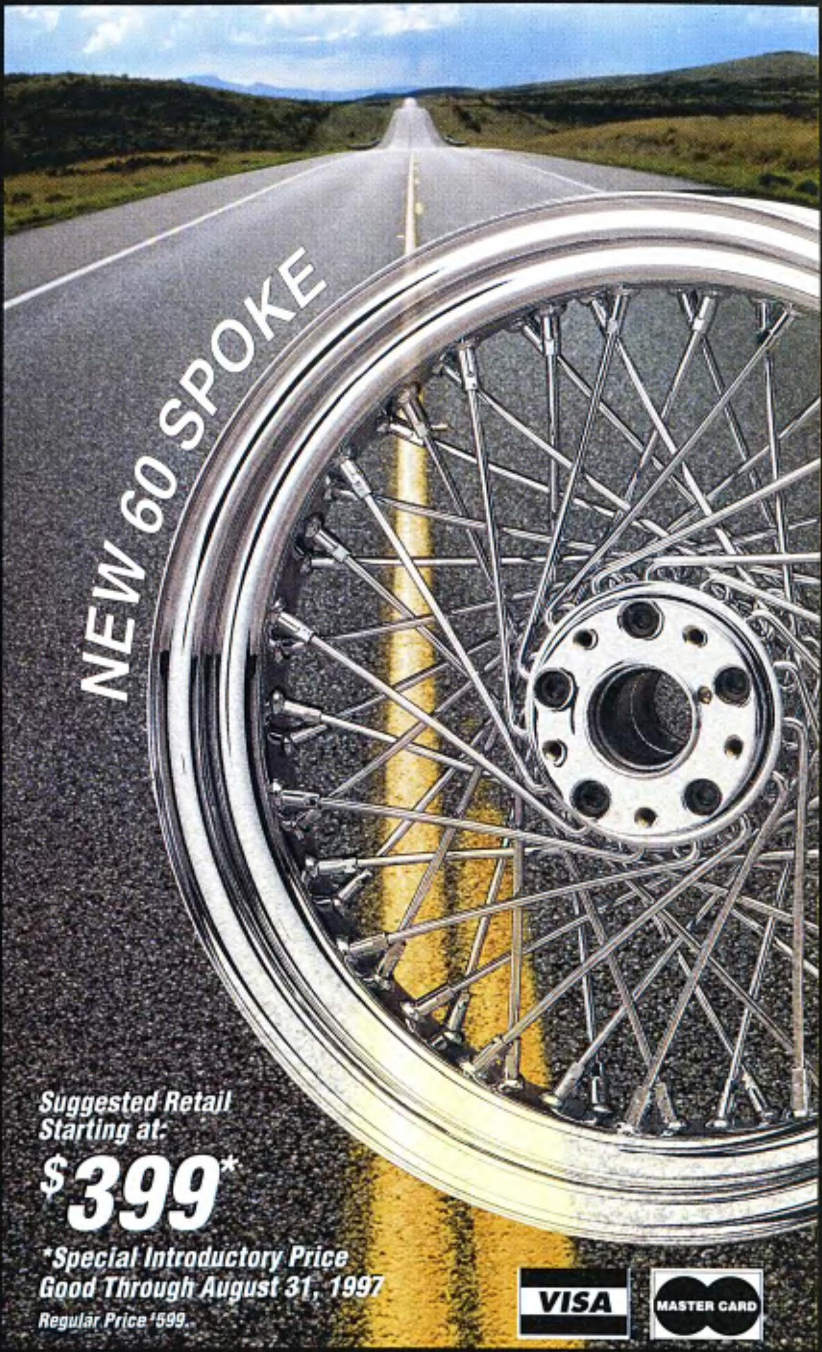

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KIKI AND THE FLYING GERBIL

Down through the years, *Easyriders* has reported on some weird oddities, like the story of the dude who could play his own farts and made a living performing flatulent symphonies to crowds of overwhelmed theatergoers. In the early days of this fine magazine, we taught you how to make jailhouse wine, showed you a Harley-powered airplane, a Harley-powered chain saw, a Harley-powered bulldozer, and offered off-the-wall articles on some highly politically incorrect practices involving wild sex, drugs, and firearms (though not in that particular order). Well, what I'm about to lay on ya takes the prize for bein' Stranger Than Real. In all the years of reporting bizarre incidents and just plain weird shit to the riding public, this has got to take the fuckin' cake (or raisin pie).

This story has everything you need for a best-seller: sex, violence, cruelty to animals, you name it. There's even the uncommon paranormal obscenity of a UFR or Unidentified Flying Rodent (and I don't mean a Hamster or a Weasel). A faithful *Easyriders* reader reported this story to us, based on an article in the *Los Angeles Times*. Now many of you may have heard wild stories of bizarre sex and Hollywood movie stars that involve shoving live animals up various sensitive areas of the human anatomy. It reminds me of the joke, "Why do you wrap a guinea pig in duck tape? So it won't explode when you fuck it." Well with this sort of happy, healthy, all-American sex in mind, we bring you the story of "Kiki and the Flying Gerbil." Names have been changed to protect the perverted.

"In retrospect, lighting the match was my big mistake. But I was only trying to retrieve the gerbil," Ben Dover told bemused doctors in the Severe Burns Unit of Salt Lake City Hospital. Dover and his sex partner, Phil McCavity, or "Kiki" as he is known to close friends, had been admitted for emergency treatment after a "felching" session [*If you don't know, it's too gross to explain.*] had gone seriously wrong.

IMAGINE TRYING TO TAKE A HEALTHY DUMP AFTER THAT!

"I pushed a cardboard tube up Kiki's rectum [*Yeowie!*] and slipped Raggot, our pet gerbil, in," Ben explained. "As usual, Kiki shouted, 'Armageddon!,' my cue that he'd had enough. [*The especially scary words in this sentence are, 'As usual.'*] I tried to retrieve Raggot but the little darling wouldn't come out, so I peered into the tube [*a telescope into hell*] and struck a match, thinking the light might attract him [*really big mistake*]."

At a press conference [*What kind of hospital calls a press conference for this kinda shit?*], a hospital spokesman described what happened next. "The match ignited a pocket of intestinal gas and a flame shot out the tube, igniting Mr. Dover's hair and severely burning his face [*you gotta love this*]. It also set fire to the gerbil's fur and whiskers, which in turn ignited a larger pocket of gas farther up the intestines, propelling the rodent out like a cannonball." [*Paints a pretty picture, don't it?*] Mr. Dover suffered second-degree burns and a broken nose from the impact of the gerbil [*If it broke his nose, imagine what it did to the poor gerbil.*], while McCavity suffered first- and second-degree burns to the anus and lower intestinal tract [*Imagine tryin' to take a healthy dump after that!*].

The only thing I can think after hearing a story like this is, "Thank god these two can't spawn." Can you imagine goin' to the hospital with a broken nose, a burnt-up face, and a molten bunghole sayin', "So doc, it's like this ... We were shovin' our pet gerbil up our butts with a cardboard tube and ..." Shit, I'd rather make up a story about a roving band of pyromaniac rump rustlers breaking into the pad and trying experiments on my ass with lit charcoals than come clean about this kinda crap.

There are several things we can learn from this little tale, bros. First, that spontaneous human combustion shit ain't got nothin' on these dudes. Think of the velocity of that poor li'l critter when that pocket of gas ignited and blew him clear of the fleshy tomb. Poom! Beats any circus act I ever saw. I'll guarantee, ol' Raggot wasn't none too springtime fresh when he came blastin' outta that love tunnel right into Ben's burnt-up beak either! Not a pretty sight! The bottom line is, *we gotta wear helmets*, but it's perfectly legal for these geeks to launch projectile rodents at each other's faces and get away without so much as a parking ticket. That pisses me off! Also, this shit supposedly happened in Salt Lake City. Makes ya wonder about those Mormons, don't it? And what about the Osmond family ... sometimes too much knowledge is a bad thing. I think I need a beer.

—*Phantom*

MILE HIGH MUTINY

The Incredibly True, Often Times Unbelievable, Yet All-Around Inspiring Tale of an American Dream That Simply Would Not Die

The letter was dated April 27, 1995, and began, "Dear *Easyriders*." It was written by Robert Penrod and went on to state how he had paid a refundable deposit of \$3,525 to Albuquerque-based Indian Motorcycle Manufacturing, Inc. (IMMI), for a soon-to-be produced bike. When he didn't get one after a reasonable amount of time, he wrote IMMI and requested the previously promised refund

Illustration: Jerry Henslee

of his deposit. When he didn't get his money back he wrote them again. And then again, with a similar result. Finally, he wrote to us. "I'm not asking for legal or financial advice," he stated. "But if you could find out anything at all about what's going on, I'd sure appreciate it."

Well, Robert, on behalf of you and all the other depositors who ponied up almost $800,000 for your promised IMMI motorcycle, on behalf of all the mom-and-pop investors who gambled their life-savings buying IMMI dealerships, and for anyone who's ever straddled or dreamed of straddling an American legend—we did a little digging (hell, it was more like two years' worth of in-depth investigating)—and uncovered what may very well be the story of the century.

When we last checked into this story (*Easyriders* #260, Feb. 1995), the body bags were rapidly filling with the corpses of bilked investors, ripped-off bike depositors, back-stabbed, would-be empire builders, and bludgeoned simpletons.

Like any great story, this one's pretty damn complicated with literally dozens of players strewn from coast to coast. At one time, related actions in no less than five federal courts in four states were grinding along with no real end in sight. A sampling of some of the companies involved were Indian Motorcycle Co., Inc.; Indian Manufacturing Co., Inc.; Indian Motorcycle Apparel and Accessories Co., Inc.; Indian Motorcycle Manufacturing Co., Inc.; Indian Distributors, Pty.; American Indian Motorcycle, Indian Motor Co.; Indian Motorcycle Manufacturing, Inc.; etc., etc., etc. And we do mean *et cetera* because the list plods on and on.

THE EAST COAST

First off, we'll start with all the people Philip S. Zanghi left high and dry. As you will recall, he made headlines in the early '90s with the astounding claim that he intended to resurrect the original Indian manufacturing plant in Springfield, Massachusetts. He sold Indian licensing rights throughout the world, covering everything from apparel to dealerships, raised millions, and then split, leaving the U.S. Attorney General's office with quite a few unanswered questions.

Most prominent among the victims was Maurits Hayim-Langridge, owner of Australian-based Bike West, and his American partner, Michael Mandelman. To finance his involvement with Zanghi's new Indian bike, Mandelman sold 25,000 shares of H-D Motor Co. stock. What Zanghi did with those funds was not what Mandelman expected, and he and Maurits were eventually awarded treble damages of over $800,000 in a subsequent RICO (Racketeering Influence and Corrupt Organization) civil action.

Problem was, with Zanghi's where-

NONFICTION BY MARK PETTERSON

BLOODIED BUT UNBOWED—INDIAN LIVES ON

abouts unknown, there wasn't a snowball's chance in the Sahara of collecting the money. Maurits and Mandelman weren't the only ones deeply out of pocket, and claims stretched along the East Coast from New England to North Carolina. These cases were consolidated into Chapter Seven and Chapter Eleven bankruptcy actions in the Massachusetts Bankruptcy Court, all under the stewardship of one main trustee.

So from now on when we speak about the Massachusetts Bankruptcy Court or the Massachusetts trustee you'll know we mean this parcel of pugilists.

THE OPPOSITE COAST

From New England the compass points us due west to California and American Indian Motorcycle Co. Charlie Mathre had been quietly running his Mokelumne Hills-based business since buying out the legendary Sam Pierce's inventory in 1974. In addition to shipping a variety of used old stock, new old stock, and reproduction Indian parts all over the world, Charlie's built a number of bikes from the ground up for customers, as well as selling numerous Indian-related accessories. But one fateful day he got a disturbing call from someone demanding he stop using the word Indian or start paying royalties.

But the more Charlie got to thinking about it, the more he felt he had a pretty good lock on the rights to the Indian marque himself. For one thing, he'd been using it in commerce continuously for the last couple decades. Perhaps more importantly, he felt that Zanghi's original claim to the marque was seriously flawed at best, if not based on an outright intent to defraud investors, at worst.

But ownership of the marque was why Zanghi had been able to attract investors in the first place, and if Zanghi really didn't own the marque, then everyone in Mass. would stand to lose not only their original investment, hefty legal fees, and any chance to earn future royalties, not to mention never being able to one day actually manufacture a new American-built Indian bike (ironically funded in part, by that other legendary bike company).

To understand what kind of money we're talking about, consider that merely licensing the distinctive script Indian logo and other related marques could generate at least $20 million annually. Because you're not building or manufacturing anything, just *licensing* the right to someone else to do so, this is about as close as you'll ever get to free money.

And if you can ever actually come through and manufacture a new American- built heavy-duty motor cruiser, well, you could end up generating more revenues than your typical sun-soaked Caribbean island-nation.

So obviously, there were some very powerful incentives for the Massachusetts trustee to assert ownership over the Indian name. Not to mention, that there were some serious die-hard visionaries who dared to dream of *really* bringing Indians back into full production.

STUCK IN THE MIDDLE

Now that we're talking about bringing a bike into production, let's backtrack from the West Coast to Albuquerque, New Mexico, and introduce Wayne Baughman. On May 21, 1990, Wayne and his wife, Sharon, incorporated IMMI. Wayne's dream and design was to build from the ground up technologically advanced replicas of the Indian bike with the characteristic skirted fenders, solo saddle, teardrop tank, and sweeping lines of the original iron redskin. Toward that end, he laid claim to the distinctive trade-dress *appearance* of an Indian motorcycle, rather than the name.

In earlier interviews, Wayne claimed he didn't care what the bike was called (he named his model the Century V-Twin Chief). "The value of the script Indian logo exists solely in people's minds," he said. "Tell me from how far away you can read the word Indian on a bike—maybe 30 feet. So how do you know it's an Indian? Because of the look."

Talk about having the right dream at the right time. Wayne's vision injected Indian fever into every corner of the continent and in no time IMMI proceeded to raise roughly $800,000 from bike depositors, another $2.25 million from investors, and $1.4 million by selling dealerships.

All across the country, people fell in love with the vision of another American-built bike, and the money poured in. Baughman was literally catapulted from selling sheepskins one day to helming a potentially world-class company the next.

Indeed, Wayne built two prototypes of his dream machine, one which actually ran, to some extent. But serious trouble seemed to rain down on him at every turn, from both within and without.

For one thing, the Batten-designed engine proved less than perfect. That was a costly mistake. People made fun of it at rallies, and time-consuming litigation ensued over who owed what to whom. Wayne also showed a real flair for hiring the vocationally challenged, at one time employing a PR rep who tried charging money for press interviews, enlisting the services of a contractor who billed $350 for an artist's →

rendition of a single bolt, and hiring another freeloader who thought nothing of running up three grand in company cell phone bills in one month, on personal calls.

If a certain pattern regarding Wayne's judgment is emerging here, it only gets worse. While Wayne publicly denied using the hotly contested Indian name, he was literally caught red-handed (sorry, couldn't resist). On letterheads, ads, and press releases IMMI did indeed sometimes use the famous logo, and that was a mistake that cost Wayne dearly, not to mention leading right up to the brink of financial ruin for every innocent believer who had bought into his dream.

However you judge the man, though, one thing really needs to be clarified about this situation. While he may indeed have become a victim of his "overnight" success, and while he may have demonstrated flawed judgment and a certain undersupply of managerial skills—it appears that he was also a victim of some downright dirty tricksters dealing seconds from a deck stuffed with jokers.

THE WILD CARDS

In an earlier interview, Sharon Baughman spoke of "bottom feeders" who were "actively trying to tank IMMI." Because legal action was pending, she declined to say more. Subsequent documents reveal that IMMI went on to charge certain companies and their representatives with, among other allegations, "fraud, piercing the corporate veil, breach of fiduciary duty, negligent misrepresentations, intentional interference with existing and prospective contractual relations, prima facie tort, and unfair trade practice act violation."

So who was named in this action? Why, none other than some of the very investment bankers that IMMI had trusted to help raise the capital to go into production of their bike. Not only had compensation of at least $50,000 been paid out to some of them, but crucial and very confidential documents were made available that, according to the charges, were divulged to certain other adversaries (think East Coast) and used to split IMMI into a house divided upon itself.

This motley crew included more than just investment bankers, though. There was the self-published scribe who earnestly confessed that "if it wasn't for motorcycling I would now be sucking termites off the wall of some sanitarium." He churned out an incredible array of press kits, news releases, and advertisements noticeably long on heavy-metal reverie yet inescapably short on actual facts. One recurring theme in his writings was the oft-repeated promise that the new Indian bike would endow the rider with a "big spiritual woody." We'll let the psychologists among you chew on that one.

Not last and not least among this conniving cabal was the NASDAQ company executive who, according to knowledgeable sources, had at least one felony conviction for securities fraud as well as a long list of adverse civil judgments, one that alleged (our personal favorite) "fraudulent and willful conversion" of $271,976 from his ex-mother-in-law.

We'll call this basketcase of warped sprockets the Jokers. And for your exclusive entertainment, they'll be cropping up later for more pranks.

WAYNE'S WORLD

Returning to Albuquerque-based IMMI, one might draw the charitable conclusion that maybe Wayne Baughman wasn't to blame for *everything* bad that happened within and without his company. Nevertheless, his use of the Indian logo on certain documents came back to bite him and everyone else connected with IMMI right in the ass—quite painfully.

How painfully, you ask? Well, remember that the trustee in Massachusetts claimed that Zanghi had passed true ownership of the Indian marque to his group. And even if that wasn't so, one of the Massachusetts companies had cut a deal with Charlie Mathre out in California to buy whatever rights Charlie may or may not have had for $1.2 million. This pretty much enthroned the trustee in the fringed leather saddle, so to speak.

Now here's the really slick part: Because Baughman had allegedly raised

all that money ($5 million) by using the Indian logo, the trustee claimed that *all* of that dough rightfully belonged to *his* group. Here's how it works: Let's say you set up a shop and build cars. Let's say you call your car a Ford. Under the law, Ford can come in and say that since you used their good name and reputation to sell cars, all the money you've made is theirs—case closed. Which meant that if the trustee prevailed, it was goodbye depositors' money, goodbye investors' money, goodbye dealers' money, and goodbye to every other IMMI asset. In Mass., they were passing out party hats.

But then ... (you knew there had to be a *but then* didn't you?) a new guy climbed into the ring. Enter Lonnie Labriola, a 40-year-old entrepreneur living in Denver (and since Denver is known as the Mile High City, you see how we cleverly thought up the title for this article).

Anyway, Lonnie's company was one of IMMI's noteholders, with a cool $75,000 riding on the line. Now Lonnie takes an active interest in such investments and while this idea had sounded good at one time, well, a very distinctive sucking sound was growing louder by the minute.

Other investors heard that flushing noise, too, and demanded that Wayne let one of them take a seat on IMMI's board of directors. But what kind of seat would this be, really?

A VERY DISTINCTIVE SUCKING SOUND WAS GROWING LOUDER BY THE MINUTE

A TOAD STOOL

It was at the January 1995 IMMI dealers' meeting that Lonnie first got to meet many of the people who had hitched their stars to Wayne's wagon. Present were the noteholders, of course, a pretty savvy bunch of investors who knew the high risks associated with a new endeavor like this. Then there were the dealers, some of whom had literally sunk their life-savings into the dream opportunity of selling renaissance redskins. Then there were the depositors, least sophisticated of all whose aim was to be the first kid on the block astride a new Indian bike.

At the meeting Lonnie spoke at length with Ed Pink of Ed Pink Racing Engines who was working hard on reinventing the power plant, and with Jeff Perkins of Western Design and Engineering, the force behind the frame and suspension. He also spoke with Wayne and Sharon Baughman. "Wayne and Sharon kept telling me everything I wanted to hear," Lonnie recalls. "I guess you could say they really played me like a fiddle."

Overall, Lonnie liked most of what he heard, but that worrisome porcelain swirling sound just wouldn't go away.

At the time, IMMI was besieged by a growing number of lawsuits and legal actions from all corners of the country. Scheduled interest payments on the investors' money had been delayed. Depositors who'd asked for promised refunds were being ignored. In an effort to quell the growing internal clamber, Wayne finally agreed to let the shareholders elect one of their own to the board. The fickle finger of fate fell on Lonnie Labriola.

Although IMMI had raised quite a bit of money, it was nowhere near enough to capitalize a genuine motorcycle production company (think north of $50 million for that). Toward that end, though, Lonnie developed an intriguing plan to conduct a grassroots self-underwriting. Normally, when a company raises money by going public, it holds what's called an Initial Public Offering (IPO). The choicest IPO shares are snapped up by huge brokerage houses and institutions that deal in million-dollar blocks. Often, they can then sell out a few hours or days later at →

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phenomenal profits. Your average investor with a couple thousand bucks never gets a chance to play the IPO game.

Lonnie's idea was to offer shares of IMMI directly to the public. It would take a great many more investors of course, but with enough riding enthusiasts chipping in two or three grand at a time, it could happen, especially with the draw that people would be buying a piece of Indian Motorcycle, and a piece of history.

Problem was, underwriting an IPO involves quite a bit of public disclosure, and certain information from Wayne was less than forthcoming—certain information concerning the whereabouts of the bike deposits, for instance. But hey, Lonnie had a seat on the board, right?

"I thought this would be a great opportunity to discover what was happening inside IMMI so we could move forward," Lonnie says. Instead, he was treated more like an edible fungus—kept very much in the dark and fed a full ration of fertilizer. But if Wayne had something to hide, Lonnie wanted nothing to do with it. Why? Because as a director, Lonnie couldn't claim ignorance if something within IMMI was really amiss. It's called accountability. So if Wayne suddenly found his ass in a sling, Lonnie's wouldn't be far behind.

So after two months of mounting frustration, Lonnie resigned from the board. Then he went off to get married, spent a blissful honeymoon, and returned just in time to find ...

EVERYTHING DOWN THE CRAPPER

It was late March when Lonnie arrived back in Denver. Since he'd resigned from the board, he knew there wouldn't be any unpleasant lawsuits waiting for him. Unfortunately, what was waiting for him was the news that the Massachusetts trustee had clinched the right to seize IMMI's assets. Worse, the ax was falling in just two days. Within 48 hours, every obligation IMMI owed to its noteholders, dealers, and bike depositors would transform into so much flushable toilet tissue.

While just about everyone connected with IMMI reacted like a hornet's nest ruptured by lightning, Lonnie grabbed for a last desperate life ring. "I told a Massachusetts dealer to go into the Bankruptcy Court and petition for a stay," he says. The request was allowed, and IMMI was granted a final 30 days of life.

With so little breathing room before IMMI was dragged in front of the firing squad, phone lines and fax machines burned in crimson fury across the country as various war plans were proposed, studied, and scrapped. Unfortunately, the entire situation involving the status of who really owned the rights to Indian was a terribly complicated issue, and quite a few people believed that the Mass. trustee had been less than up front with the Bankruptcy Court judge. When Wayne had previously asked the Patent and Trademark Office to officially rule on who really owned the Indian name, for instance, the trustee had deftly finessed a suspension, effectively halting those proceedings. And then there was the obvious question that if the Massachusetts group really did have such a sure lock on Indian rights, why then, did they have to buy out Charlie Mathre in California?

But with only a meager month remaining, all that became moot.

PUMMELED, POLEAXED, AND HOISTED BY THEIR OWN PETARD, IMMI CRASHED TO THE CANVAS

As the situation continued deteriorating, the disparate factions within IMMI grew even more fractious. One group wanted to throw in with the Mass. trustee, hoping a few scraps might be tossed their way. Another contingent demanded they declare bankruptcy, totally jettison IMMI's obligations, and start all over again with a clean slate.

Amidst all this confusion and consternation, guess who was merrily spritzing high-octane fossil fuel into the conflagration? Why, a few behind-the-scenes Jokers who had access to sensitive records and confidential mailing lists. Their message was clear: When the lifeboat gets too crowded, throw the weaker ones out.

Lonnie Labriola was beside himself. Seventy-five grand is more than anyone can afford to lose, but there was a certain moral cost he refused to pay. In a letter to the other shareholders, he wrote: "If you buy into the argument that we can get something for nothing from somebody else today, I assume you will be having that same conversation about me tomorrow." Lonnie made it clear that he would have absolutely no part in any such action. He'd rather just walk away.

In Denver, the condemned were passing out the blindfolds.

DOWN FOR THE COUNT

Pummeled, poleaxed, and hoisted by their own petard, IMMI crashed to the canvas like a sack full of sodden cement.

Outpunched at every turn, all that remained was the victors' waltz in to collect a fat purse from the vanquished.

But then... (it really, honestly, kept happening this way)—Lonnie threw one wild haymaker that nobody saw coming. It cost him $75,000 *more* and worst of all, there was no guarantee he wasn't tossing good money after bad. The short of it was that Lonnie heaved the whole squirming wormsack into receivership. For those of you with a thirst for expanding their legal expertise, here then, is the long of it:

Lonnie sent his company's attorneys to the Colorado District Court. As only attorneys can, they waxed eloquently on the total complexity and all-but-incomprehensible legal issues in dispute. It was pointed out that IMMI's management had all but abandoned the helm. Millions and millions of dollars were at stake. Not to forget, either, that many innocent people stood to incur grievous financial injury.

The judge agreed.

Now what exactly is a receivership? Basically, a receiver is an Officer of the Court, appointed by the judge to take over total control of the company. The receiver's fundamental purpose here was to manage, preserve, and maximize the assets of the IMMI estate for the benefit of all those whom the court would ultimately adjudge to be entitled to it. The receivership assets would be under the direct and exclusive jurisdiction and control of the court until the receiver could arrange for the orderly sale, recapitalization, or other equitable disposition of whatever could be salvaged from IMMI.

In spite of erudite missives hinting otherwise (authored by a certain aforementioned prankmeister) the receiver had to act in complete fairness toward everyone with a valid claim, which meant that although Lonnie Labriola was responsible for throwing the entire mess into receivership, he was no more than just another faceless debit in a *long* line of debits.

Bottom line, placing IMMI into receivership was a master stroke of tactical maneuvering. First, it bought the beleaguered company some much needed time; but more interestingly, it could now be argued that nobody in Mass. had any more of a claim to IMMI's assets than did the bike depositors, dealers, investors, and sundry other ordinary creditors.

If you want a piece of IMMI, in other words, get in line with the rest of the common folk.

Bruised, battered, bloodied and bludgeoned to pulp, IMMI had literally been saved by an unexpected bell. In Massachusetts, there was sudden quiet, followed by the furious sound of grinding tooth enamel. But this was, after all, only the end of Round One.

Don't miss the final chapter next issue (July 1987). ⊙

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Complete Dual disc front-end includes: stock or 2" over lengths w/custom trees, chrome risers w/choice of handlebars, master cylinder, stainless brake lines, black calipers, axle, 21" front wheel w/ disc rotors, tire & tube fender.
No Further Discount
Choice of Triple Trees Stock or Chrome Trees
Specify Length & Trees When Ordering
This is a 41mm 15/8" tubes "wide-type" Front-end.
Front-End Only $520.
OLD STYLE FRONT-END PACKAGE
$1575.(N) Member Price
A Complete Dresser Style Front-End Package Tailor-Made to Your Specs. These High-Quality, 41MM Front-Ends That will Add Looks, Style & Value to Your Bike. Fits Sportster & Big Twins all years.
American Made 1 Year Warranty
A $1995 value Save up to $514.
59000-58 DRESSER FENDER $79.95
FRONT-END ONLY OLD $679.
NEW STYLE FRONT-END PACKAGE
$1595.(N) Member Price
CHROME HEADLIGHT HOUSING KIT
For Heritage Softail & Fat Boy 26-890
Headlight Housing Conversion Kit $431.96
26-899 Spotlight Mounting Bar Kit $51.96
DUAL CALIPERS 1977-83
44025-79 Polished $199.95(N)
44025-80 Chrome... $250.(N)
FOR ALL YEARS & MODELS
FRONT-END ONLY NEW $720.
STACKED DUALS—2"
For 84-★Softail & FXR
Now for Shovel head
From $149.95(N)
The World's Most Popular Pipes
NOW FOR SHOVELHEAD!
Includes Baffles, Heavy Duty Support Brackets
152-00 Straight cut / 152-20 For 84-★ Softail Slash cut
252-00 Straight cut / 252-20 For 84-★ FXR Slash cut
STACKED DUALS FOR SHOVELHEAD
BM-520X Slash cut / BM-5X Straight cut For 70-83 FX
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Build The Bike of Your Dreams
W/Easy Tail Frame $3735.
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Rigid or Swing-Arm Frame Pingle Petcock & Tanks
Top Quality American Made Components
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1 Yr. Warranty
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Spirit of Freedom™ Engines
$3995.(N)
1 Year Warranty
American Made by Nostalgia®
Super cu. in.
2 INTO 1 EXHAUST SYSTEM FOR SOFTAILS
20% Applied
11-165 Rocket Style, chr........84-★ ST $167.96
11-175 Antique Fishtail, chr.....84-★ ST $167.96
20% Applied
CROSSOVER DUAL EXHAUST
800-00 Muffler Opt.................84-★ FXST $350.
800-10 30" Dragpipes,w/Fish......84-★ FXST $375.
850-00 Muffler Opt.................84-★ FXST $375.
HEAT SHIELDS FOR STACKED DUALS
$47.96
20% Applied
RR001516 (2) chrome
PIPE-KOTE BLUING PREVENTATIVE
$21.96(N)
HIGH-PERFORMANCE HEADS FOR SHOVEL $695.(N)
Special Air Draft Design for Additional Cooling
High-Performance Intake & Exhaust Ports
AMERICAN MADE BY NOSTALGIA®
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No Lead Valve Seats
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17502-66C Set (2) chrome....66-83 FL, FX $299.95(N)
17502-66P Set (2) polished...66-83 FL, FX $249.95(N)
HEADS FOR PANHEADS
$799.95(N)
Pt#1989 48-65 FL
RUMBLERS™ BY NOSTALGIA CYCLE
Fits 84-★, FLST & FXST 20% Applied
RB-1 Shotgun Drags, w/baffles & brackets $143.96
RB-2 Shotgun Slash, w/baffles & brackets $143.95
RB-20 Staggered Duals, Slash, w/baffles.....$143.95
RB-30 Staggered Duals, Slash, w/baffles.....$151.96
BAFFLES 1¾"
20% Applied
11-229 1¾" Short (1) $3.96
0609 1¾" Long (1) $11.96
TORQUE VALVES
No Need to Retune Carb
$39.95 pr.
(2) For Any Pipes
10-002 66-83 Shovel, 84-★ Evo BT, 85-★ Spt.
20% Applied
2 HP
HI-TORQUE™ STARTERS FOR 90-★ BIG TWINS
$354.95(N)
1 Year Warranty
31554-90 Polished
TAPERED TURBOS
FOR FL, SOFTAIL, FX(R) & SPORTSTER
1102 Tapered Turbo..84-★ FXST $111.95
1201 Tapered Turbo.....70-83 FX $111.95
1118 Tapered Turbo.86-★ Evo. Spt. $111.95
1402 Tapered Turbo.........57-85 XL $99.95
3000-10R Tapered Turbo.....93-★ DG $127.95
TURNOUT
SLASHCUT
UP SWEEP PIPES
w/brackets & mounting hardware, w/o baffles
Fits 70-84 FX Shovel
5000-30 Turnout..........................$152.96
5000-00 Fishtail..........................$135.96
NOSTALGIA-LIFT ROLLING MOTORCYCLE JACK
SPECIAL $299.95(N)
Handle for Easy Storage
16" high
1250 lbs. capacity
UP SWEEP PIPE FISHTAIL 20% Applied
w/brackets & mounting hardware, w/o baffles
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5000-00 F/tail........Shovel 70-84 FX $152.96
1509 Fishtail.............1¾"48-65 Pan $146.96
FISHTAIL
1112 Fishtail..............1¾",84-★ FXST $143.96
SLASHCUT 20% Applied
1104 Slashcut....................1¾",84-★ FXST $111.96
1125 Slashcut....................1¾",82-83 FXR $119.96
1203 Slashcut....................1¾"70-83 FX $111.96
1303 Slashcut..1¾"w/ or w/o kickstart 70-84 FL, FLH $135.96
1120 Slashcut.............1¾",86-★ Evo. Spt. $111.96
11-062 Slashcut.......1¾",Shovel 84-★ FXR $111.96
3000-20R Slashcut.............1¾",93-★ DG $127.96
TURNOUT
1103 Turnout...................1¾",84-★ FXST $127.96
1119 Turnout.............1¾",86-★ Evo. Spt. $127.96
1124 Turnout...................1¾",84-★ FXR $127.96
1202 Turnout.........................1¾"70-83 FX $127.96
1125 Turnout.....................1¾",Spt. Rigid $119.96
1404 Turnout.........................1¾"57-85 XL $99.96
1414 Turnout.........................1¾"Spt. Rigid $119.96
1304 Turnout.....1¾"w/ or w/o kickstart 70-84 FL, FLH $151.96
3000-30R Turnout...............1¾",93-★ DG $127.96
World's Best Catalog #24 Only $4.95
NEW!
Distributor Guide $2.95
Tells How to Get Your Shop Started
DRAG PIPES 20% Applied
1101 Drag Pipe, 1¾"..........84-★ FXST $63.95
1122 Drag Pipe, 1¾"..........84-★ FXR $71.95
1301 Drag Pipe, 1¾"..........70-84 FX $96.95
1117 Drag Pipe, 1¾"....86-★ Evo. Spt. $65.95
1401 Drag Pipe, 1¾"..57-78,80-85 XL $51.95
0707 Drag Pipe, 1¾"..........79 XL only $63.95
3000-00R Drag Pipe, 1¾"..93-★ DynaG $65.95
FOR SHOVELHEAD 70-83
20% Applied
CROSSOVER DUAL EXHAUST
850-00 Crossover Dual Exhaust ....70-83 FLH, FX $380.
TWO INTO ONE EXHAUST SYSTEM
850-15 Two into 1 Exht 70-83 FL, FX $106.36
UP SWEEP PIPE TURNOUT
w/brackets & mounting hardware, w/o baffles
1500-30 Turnout......84-★ FXST, FLST $152.96
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STATE-BY-STATE MOTORCYCLE LAWS

Easyriders has provided the following chart—courtesy of AMA—to keep Harley riders, who are touring cross-country, abreast of the most current state-by-state motorcycle laws. Remember that while many laws vary from state to state, all 50 states require a motorcycle operator's license. Neither Paisano Publications, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, however, to ensure the information is correct at the time of publication.

	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Use of Headlight	Passenger Seat	Passenger Footrests	Passenger Age Restrictions	Helmet Speakers	Mirror Left (L), Right (R)	Periodic Safety Inspection	Radar Detector	65 mph Speed Limit
Alabama	x	#		17	>	>			x			•
Alaska	x-4		x-15	17	>	>		"	x (L,R)	x-27		•
Arizona	x-4	#-12	x-14	17	>	>			x	x-28		•
Arkansas	x-6		x	x-17	>	>			x	x		•
California	x	#-6, 12		x-17, 20	>	>		24	x	x-27		•
Colorado		#-12	x	17	>	>			x	x-27		•
Connecticut	x-4, 9	#-4, 12	x-14	x-17, 21	>	>			x	x-27		
Delaware	x-1, 2, 5, 9	#-4, 12, 13	x	17	>	>			x	x		
Florida	x	#-6, 12, 13	x	x-17	>	>			x	x		•
Georgia	x	#-12, 13	x-14	x-17	>	>		25	x			•
Hawaii	x-1, 4	#	x-14		>	>	23		x	x		
Idaho	x-4	#-6		17	>	>				x		•
Illinois		#-4, 12, 13	x-9	x-17	>	>			x			•
Indiana	x-4, 9	#-12	x-4	x-17, 18	>	>						•
Iowa		#-11, 12		x-17, 19	>	>			x			•
Kansas	x-4	#-12	x-14	x-20	>	>			x (L)	x-27		•
Kentucky	x	#-12	x		>	>			x			•
Louisiana	x	#-12	x-14	17	>	>			x (L)	x		•
Maine	x-7	#-11, 13		x	>	>			x	x		•
Maryland	x-1	#-4	x-14		>	>		24	x (L, R)	x-29		•
Massachusetts	x	#	x-9, 14	17	>	>		"	x	x		•
Michigan	x	#-4, 12	x-14, 16	17	>	>			x	x-27		•
Minnesota	x-4, 9	#-4	x	x-17	>	>		24	x	x-27		•
Mississippi	x									x		•
Missouri	x	#-12, 31		17						x		•
Montana	x-4	#-12		x-17	>	>			x			•
Nebraska	x	#-12, 13		17	>	>						•
Nevada	x	#-12	x-14	17	>	>			x (L,R)			•
New Hampshire	x-4	#-12	x-14	17	>	>			x	x		•
New Jersey	x-1	#	x-9, 14	17	>	>			x	x		
New Mexico	x-1, 4	#-4, 12, 13	x-14	17	>	>			x	x-27		•
New York	x-1		x	x-17	>	>		24	x	x		•
North Carolina	x	#		x-17	>	>			x	x		•
North Dakota	x-1, 4	#-10		17	>	>			x			•
Ohio	x-3, 4	#-4	x-14	17	>	>			x	x-27		•
Oklahoma	x-4		x-14	x-17	>	>			x (L,R)	x		•
Oregon	x	#-5, 12		x-17	>	>			x	x-27		•
Pennsylvania	x	#-12, 13	x	17	>	>		25	x-19, 26	x		
Rhode Island	x-3, 6, 8	#-11, 12, 13	x		>	>		"	x	x		•
South Carolina	x-1, 6		x-6, 14	x-17	>	>			x	x		•
South Dakota	x-4	#-12, 13	x-14	17	>	>			x			•
Tennessee	x	#-12	x-14	x-17	>	>			x			•
Texas	x	#-4		17	>				x	x		•
Utah	x-4	#-12		17	>	>			x	x		•
Vermont	x-1	#	x-14	17	>	>			x	x		•
Virginia	x	#-12	x-14	17	>	>			x	x	"	•
Washington	x	#-4	x-14	x-17	>	>	22		x (L,R)	x-27		•
West Virginia	x-1	#-12, 13	x	x	>	>			x	x		•
Wisconsin	x-4,9	#-4, 12	x-9, 15	x-17	>	>			x	x-27		•
Wyoming	x-4	#		x-17	>	>			x			
District of Columbia	x		x-14	17	>	>			x	x	"	
Puerto Rico	x		x	x	>	>			x			
Canada	x	(Remaining information varies by province)										

LEGEND:

- • in effect on designated rural interstate highways
- x required by law
- # available for all eligible applicants
- " prohibited to use or possess
- > required if carrying a passenger

1 reflectorization required
2 must have in possession
3 required for novice riders
4 required under age 18
5 required under age 19
6 required under age 21
7 required under age 15 with learner's permit or for one year after obtaining license
8 required for passengers
9 required for instructional permit holders
10 required under age 16
11 required for first-time applicants
12 may waive skills test for successful completion of rider ed.
13 may waive knowledge test for successful completion of rider ed.
14 required unless equipped with windscreen
15 required unless equipped with windscreen that is 15" or higher above handlebars
16 required at speeds over 35 mph
17 modulating headlight permitted
18 required for vehicles manufactured after 1/15/56
19 required for vehicles manufactured after 4/1/77
20 required for vehicles manufactured during or after 1978
21 required for vehicles manufactured during or after 1980
22 prohibits passengers under age 5
23 prohibits passengers under age 7
24 single earphone only
25 to be used for communication purposes only
26 required by inspection regulations
27 random
28 annual emissions, some areas
29 upon title transfer

BIKER'S BULLETIN BOARD

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AFFORDABLE PARTS: Harleysville Motorcycle Co. Never pay retail! NEW 860 page catalog: $6.95. Harleysville pocket Beefy T $16.95, Cont. U.S. only (all others add $5.00 S&H). Harleysville Motorcycle Co., 691 Rt. 63, Harleysville, PA 19438. Call (800) 698-8946 or FAX (215) 256-8820.

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BANNED IN STURGIS 1996. This T-Shirt was banned from selling in downtown Sturgis. Limited supply $24.95 S&H included. Novel-T's, P.O. Box 7446, Redlands, CA 92375.

CAPE FEAR HARLEY-DAVIDSON, 3618 Sycamore Dairy Rd., Fayetteville, NC 28303. (910) 864-1200 Fax (910) 864-8330 -- Parts, accessories, T-shirts, clothing. All orders shipped UPS. 10% discount and free freight on orders over $300.00.

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EASYRIDERS OF NEW ORLEANS: 4230 Veterans Blvd., Metairie, LA 70006, (504) 887-6968. Stop in and check out our new line of parts, clothing & accessories. Hours: Tues - Fri 10-7, Sat 9-6.

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T-SHIRTS: Easyriders Store, Cambridge, 621 Hespeler Road, Cambridge, Ontario, Canada N1R 6J3, (519) 650-3279. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRTS: Easyriders Store, Bellevue, 10503 NE 4th Street, Bellevue, WA 98004, (206) 635-0993. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRTS: Easyriders Store, Reno, 335 Kietzke Lane, Reno, NV 89502, (702) 322-2250. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

T-SHIRTS: Easyriders Store, Denver, 4090 E. Iliff, Denver, CO 80222, (303) 584-9886. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

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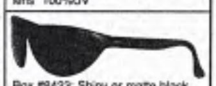

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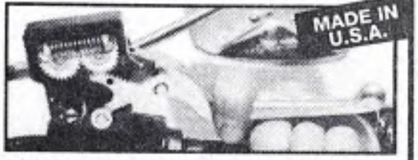

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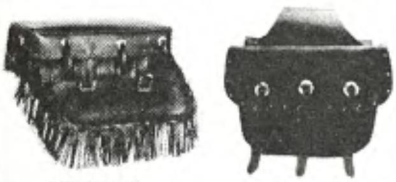

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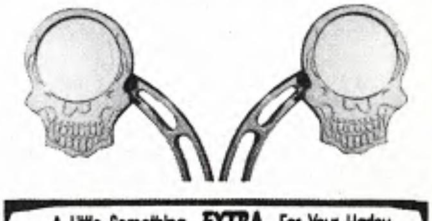

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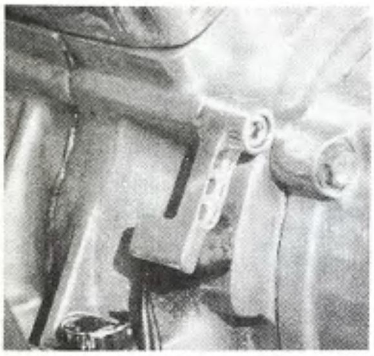

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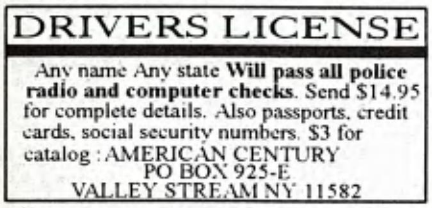

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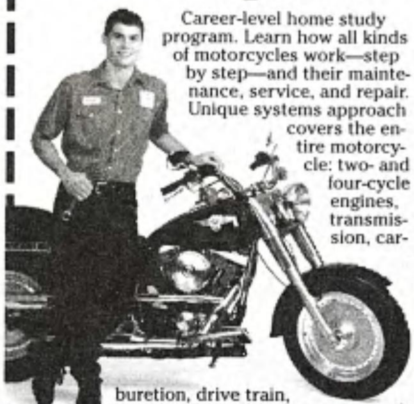

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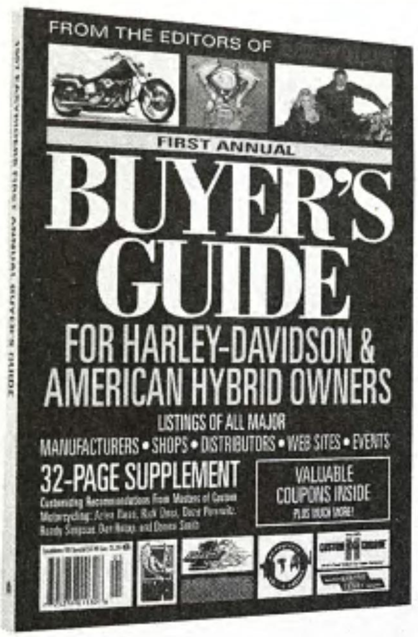

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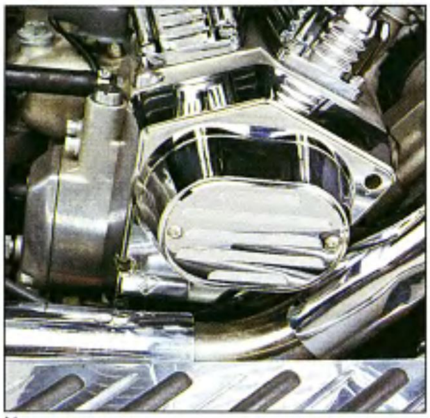
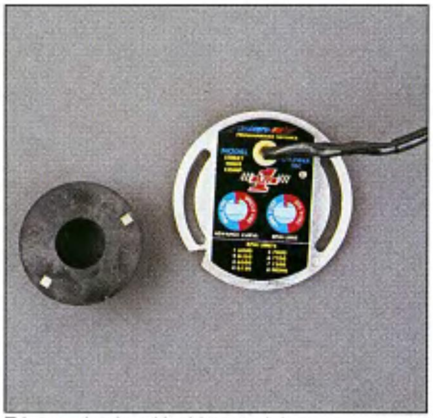
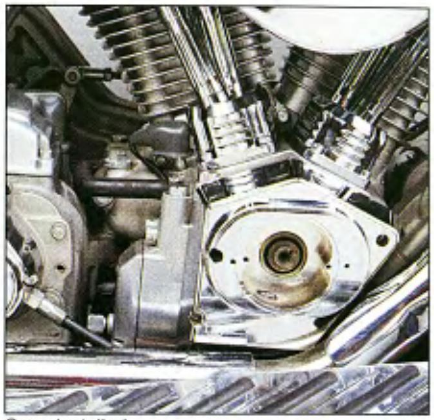
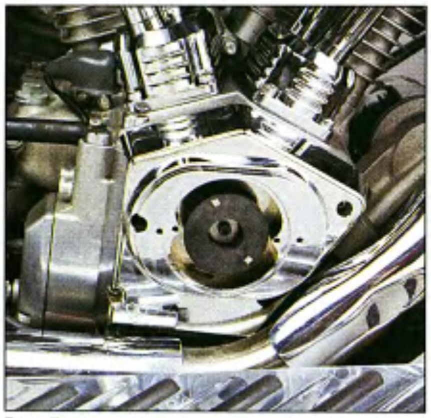
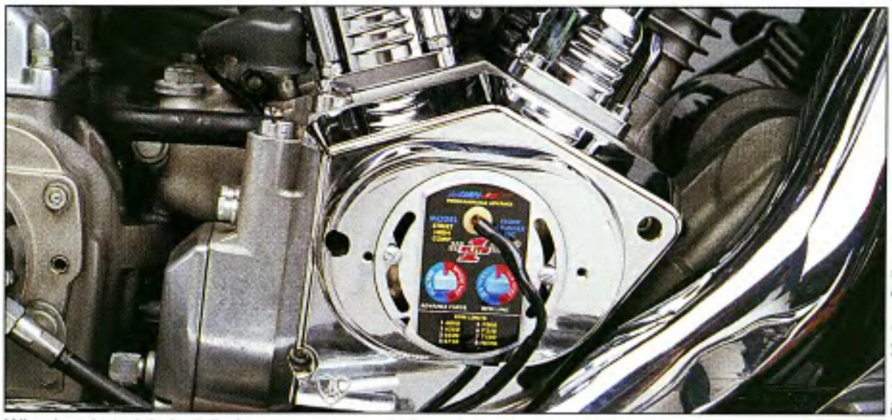

Ness cone cover.


Trigger wheel and ignition module.


Cone installed.


Rare Earth magnetic trigger wheel.


Wheel and module installed.

Photos: Markus Cuff

SPARKING THE BEAST
With Compu-Fire

Lighting the fire in any high-performance application should be one of your most carefully considered decisions. When we built the Dresser Project, we took this advice to heart for two reasons: First, we've never built as heavy a ride as this, and second, Bandit would be riding it—nuff said!

We chose Compu-Fire from Walnut, California, to spark this beast. The ignition covers a wide range of engine combinations with two part numbers. The only important issue when ordering is what compression ratio you're running.

The Compu-Fire module makes adjustments a breeze. It converts from single fire to dual fire with the turn of a switch. The same goes for either 100 percent or 50 percent of the VOES function, which makes starting a snap!

There are two parts to the basic ignition system, and both are unique. One is the trigger wheel and the other is the module. The module houses the electronics and carries the dual sensor pickups. This is where all the business happens. The dual pickups allow the module to start at TDC and as soon as rpm motion is detected, it switches to run timing. The module has eight advance curves, numbered from one to eight; eight is the most mild advance and then it becomes more aggressive as you get to one, the most intense curve. The rpm limiter has eight settings at 250 rpm increments. One side of the rpm switch is for 100 percent VOES, the other for 50 percent VOES. The 50 percent VOES side of the adjustment allows you to move off a dead stop without that piston damaging death rattle so common to high compression engines.

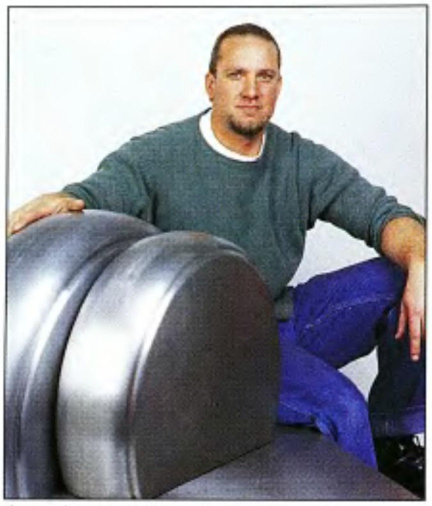
The trigger wheel is what impressed me most. It is a GE plastic with a 20 percent fiberglass fill, and two permanent magnets embedded into it. Not just ordinary magnets, mind you, but "Rare Earth permanent magnets." These are used because they provide a small, but extremely well-defined magnetic field. This is the key to Compu-Fire's dead-on timing. This is also the reason that, with this unit, static timing is now a simple task—no more degree wheels, continuity lights, or meters.

You can now static time your ride with just a flashlight and your screwdriver. Once you're up and on the street, you start testing out the curves. Starting at position number eight, you crank it on. No ping? Then go to the next setting, and try again. When you finally encounter spark knock, retard to the next lower setting and you're done. Pretty simple, eh? We thought so!

So we're finished, and I liked the way Bandit designed this piece so much that I offered to buy it. Price was great, but the bill collector is a pain in the ass.

—Oz

TECH TIPS



Jesse James with handmade steel bags.

Buffing a finished fender.

Marking a section for lid cutout.

Cutting a bag lid cutout.

A lid is born of 18-gauge steel.

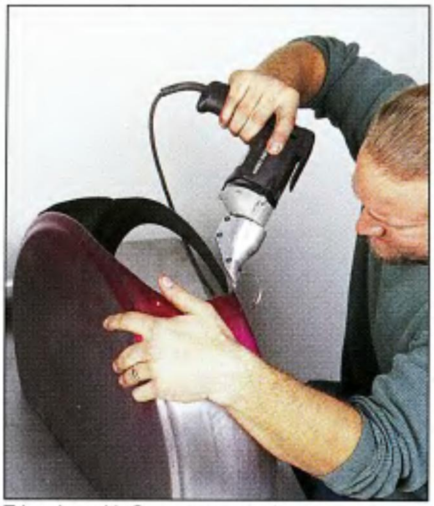
Chromed keyed latches.

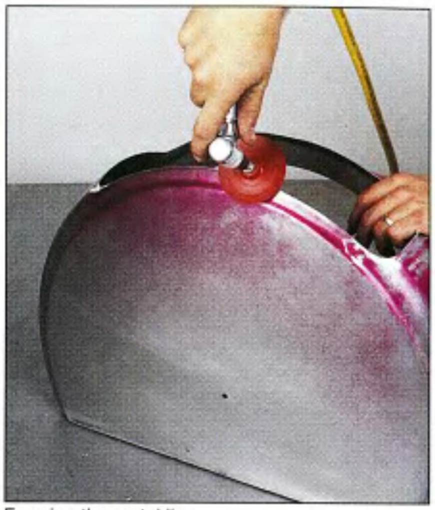
JESSE JAMES LIVES
And Rides The West With Steel Bags

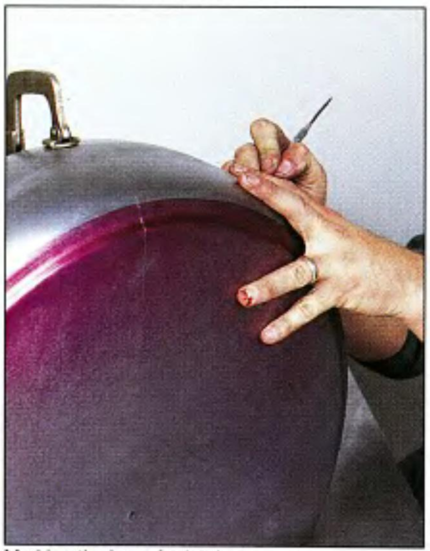
From time to time, I'm gonna take a page or two from this tattered tech section and devote it to a new product or talent on the rigid-framed rise. This issue it's Jesse James, who designed these steel bags and proposed to mass market them to the public. That is, until he began to build his second set—40 hours of welding alone. But we'll get back to the actual construction of the fenders and bags shortly. Jesse's not only the last living descendant of the notorious gunslinger, but he's one helluva talent when it comes to sheet metal fabrication. He doesn't see it that way, though. As a kid he studied Arlen Ness' growth, envied the talents of Von Dutch and Dave Perewitz, worked under the machining master Perry Sands, founder of Performance Machine, then tutored with hot rod genius Boyd Cottington. He knows how to do it right, and now he's on his own.

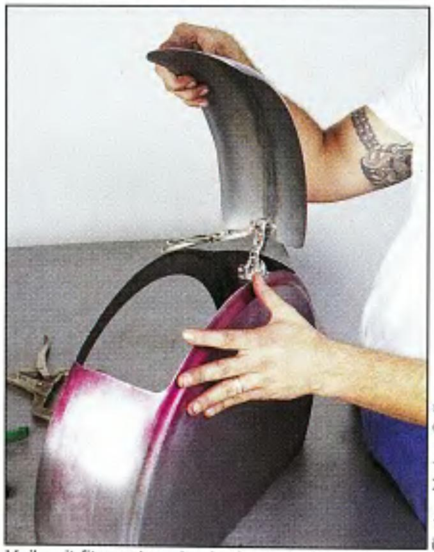
A couple of blocks away from Performance Machine in Paramount, California, Jesse has set up his shop, West Coast Choppers, in a 5,200-square-foot warehouse that houses a couple of lathes, a milling machine, sheet metal brakes, sheers, stretchers/shrinkers, a 1955 Swedish Power Hammer, and plenty of hammers. He took his lessons from the sanitary atmosphere at Boyds creative hot rod studio and built his shop with clean, white, Sheetrock walls, tiled floors, and detailed equipment. The work stations are clean and the projects polished. "I like my stuff to look finished, like it was built in a factory," says Jesse. The finished lines of the bikes displayed throughout the shop in various stages of completion project a no-bullshit level of craftsmanship. Jesse directs his efforts in the manufacturing of sheet metal products, custom sheet metal

Marking the bag for lid installation.


Trimming with German power shears.


Forming the metal lip.


Marking the bags for latches.


Voila—it fits and works. Let's go to Sturgis

Photos: Markus Cuff

Sources

Jesse James
West Coast Choppers
16243 Minnesota Ave.
Paramount, CA 90723
(310) 531-9777
(310) 531-9557 fax

Ron Simms
Bay Area Custom Cycles
25224 Mission Blvd.
Hayward, CA 94541
(510) 537-3338
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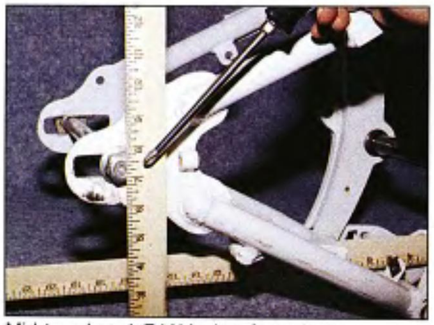
fabrication for shops around the country such as a full body bike for John Covington at Surgical Steeds in Phoenix, Arizona, and these bags for a project being built by Ron Simms at Bay Area Custom Cycles in Hayward, California. (Portions of the project will show up on these slabs of pulsating pulp and every element of the touring chopper will hit the World Wide Web on Bandit's Bikernet at Bikernet.com.) Plus, he enjoys building a few custom, old-style choppers himself and had three or four complete in his spotless showroom. Enough hype.

Here's an example of his expertise: dresser bags with sealed, waterproof lids that pop up with the turn of a key. The taillights and license plate frame will be built into the custom units. Each component is fabricated out of 18-gauge steel rolled on a sheet metal brake by pressing the metal on billet steel dyes while they spin. The formed pieces are cut out with German power shears, then welded together with a Heliarc gun. Heliarc work is slower but penetrates more completely over TIG or MIG, and Jesse can readily control the heat and warpage on the thin, 18-gauge steel. He hand rolls each edge for the finished look. Before cutting the lids out, he sprays the fenders with marking dye to find the exact center of the bag. After cutting, he forms channels for water sealing the lids, then makes all the hinges and pins so a standard round key can afford the owner a pop-open lid as soon as the key is turned. A standard bagger is 31-plus inches wide. This unit will expand to only 22 inches, allowing Jesse to lower the bike and still have the ground clearance necessary for long-distance handling. Once the tops of the bags are placed, Jesse can make the bottoms form around whatever exhaust system is used by making a tube with a pyramid roller to fit perfectly around the muffler and still allow enough room for vibration and cooling. They'll be hot-looking bags once installed. —*Wrench*

THE ULTIMATE
Softail Ride

In 1984, Harley-Davidson introduced the Softail model—a great idea. The Softail is designed to look like the ever popular rigid. The Motor Co. knew exactly what it wanted, and it was no small task: a motorcycle with clean lines that rides like a full dresser.

Enter Ken Thurm, president and founder of KT Components in Anaheim, California. Ken is currently the holder of five U.S. patents, including the revolutionary Sofspension, which is the focus of this article. Ken is a former drag racer and chassis builder with an incredible amount of suspension wizardry. It didn't take Ken long to recognize the short-

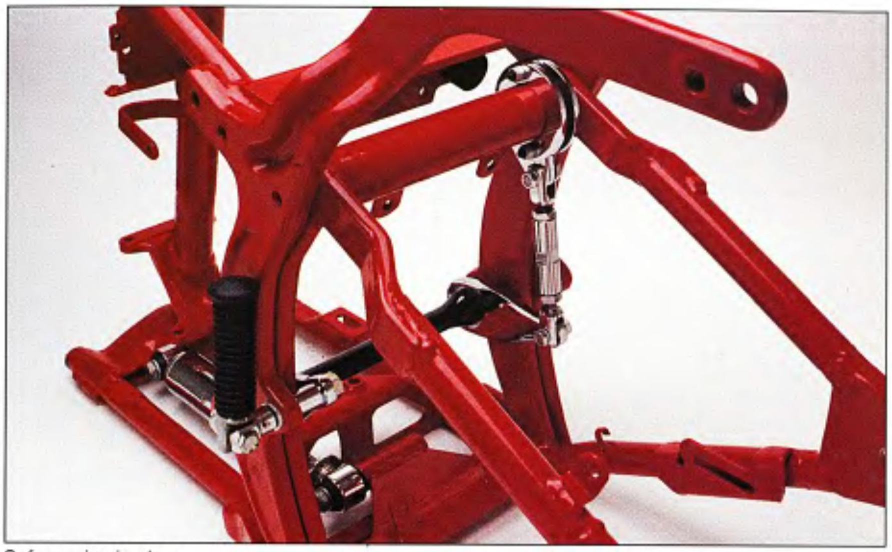


Mid-travel mark 7 1/4 inches from deck.

comings of the Softail. After careful deliberation and countless hours of research, he devised a plan of attack.

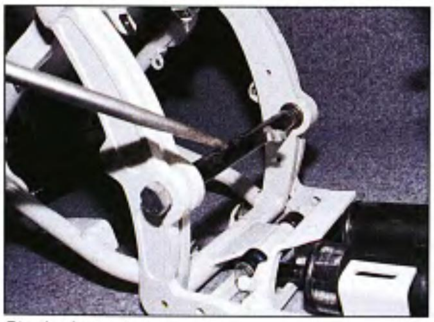
Ken's racing experience enabled him to play with a lot a various suspension components looking for the winning combination. One of his favorites, and with good reason, is the torsion bar suspension. The torsion bar greatly reduces the weight of Softail shocks and is mounted in place of the pivot tube in the swingarm. Torsion, meaning to twist, does just that. The pivot tube in the swingarm, through a frame anchor, twists back and forth as pressure is applied to the swingarm. The torsion bar is merely a round bar of spring steel that absorbs and releases energy upon demand. The motion is smooth, pure, and responds immediately to variations in the road. When bumps are encountered, whether the first or the fifth, the torsion bar is ready to deliver a ride unparalleled in the world of Softails.

Next, Ken brought the ratio of



Sofspension in place.

Shock movement: 1 3/4 inches center-to-center.



Stock pivot tube.

swingarm movement and actual suspension travel down to an even 1:1 ratio. Now for an inch of travel at the swingarm, we get a full inch of travel at the suspension, where it's needed.

After that, Ken addressed varying load capacity. With Sofspension's fully adjustable suspension system, you can recenter your suspension travel regardless of the load. This is easily performed with a 5/8-inch open-end wrench and

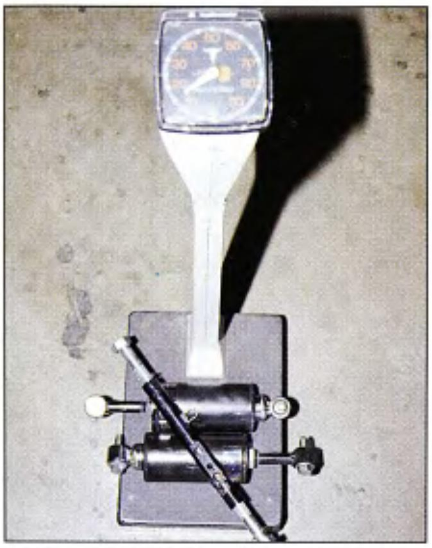
Measuring travel at 2 1/8 inches.

takes only a minute to adjust. It's simple: With the intended weight on the bike, you can now center your bike within the full range of suspension travel. For the first time, your suspension will travel through its full path of motion responding equally and effectively regardless of the load. One of the side benefits of this system is that it allows you full control over your bike's height. With the adjusting arm, you can actually raise or lower your bike a full 2 inches.

When the engineering efforts were complete, there it was: Sofspension. This would forever change the world of Softails as we know it.

Some of the country's prominent hybrid bike builders—American Eagle, Titan, Illusion, American Image, and California Motorcycle Co.—are currently using Sofspension systems on some of their production models.

KT Components is so confident about their Sofspension system that they offer



Stock components weigh 16 pounds.

a no-risk guarantee. If you don't agree that the ride of your Softail is dramatically improved with the installation of Sofspension, they will buy it back.

It doesn't matter if you're a weekend cruiser or a coast-to-coast tourer, Sofspension can make your trip more enjoyable. When it comes to new-fangled gizmos, I'm as big a skeptic as anyone, but after logging several hundred miles with a Sofspension-equipped Softail, I'm a believer. This system works.

—*J.M.*

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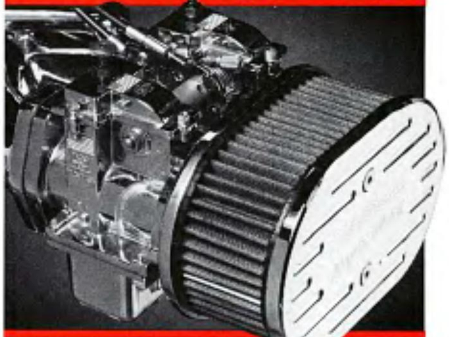

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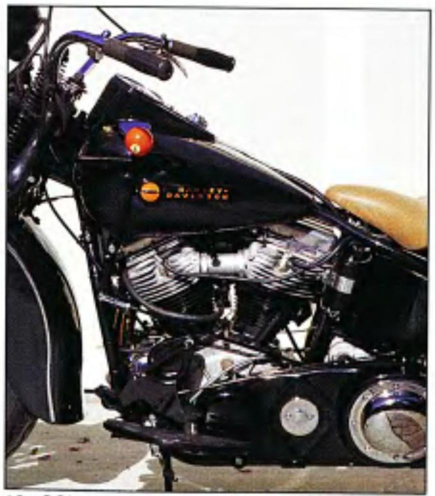
Bandit's 1948 riding restoration.

'48 RESTO

With A Handful Of Modifications

I've been busting my knuckles on motorcycles for 30 years, but as these last few years have crept up on me, the business of life has kept me from long, enjoyable hours in the garage. So recently I bought a rusted relic of a 1948 Pan and decided to build a beater. Battered and worn, it appeared solid and complete, but it wasn't until I found my fingers palm deep in sludge that I discovered a bent frame. It had to come apart.

I've been a chop-riding renegade all my life. Crude, custom, and creative have been hallmarks for me. Building bikes are as much an art form as painting a wall-sized mural, so a 100-point restoration was not in the cards. I was forced by the chopper creed to alter this puppy. Now, don't get me wrong, I wasn't going to rake the frame or channel the tanks, but subtle changes were necessary. The plan was to install



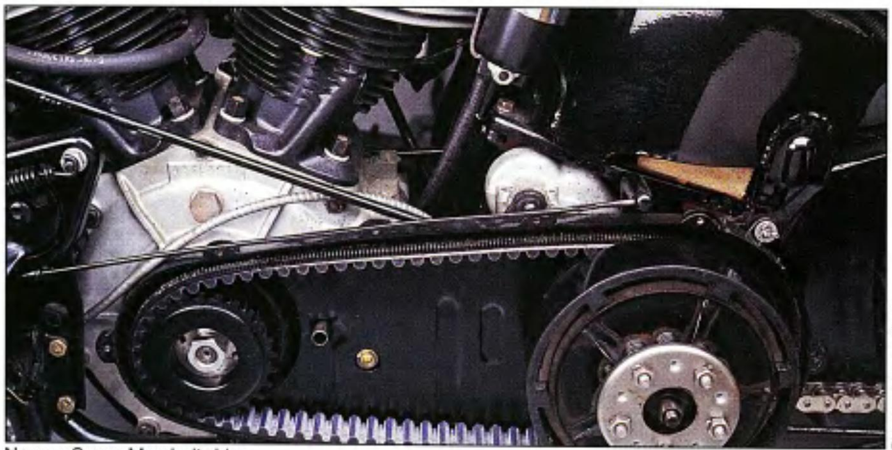
12v CCI generator with end cap regulator.

a 12-volt electrical system to make this puppy more reliable. In addition, I intended to sandwich in a slim Super Max belt drive to prevent oiling problems to a primary chain and cut engine vibration. Finally, since I'm a tall drink of water, sitting over the bobs while bouncing up and down didn't appeal to me. With the last '48 I had, by moving the seat down and to the rear until it was nestled in the frame, I gained another 8 inches of leg room. I performed the same modification to this bike and had the seat covered in tan leather. Finally, we painted the sheet metal British racing green (I know, the curse), replaced the shift ball with a 5-Ball (as a tribute to my five wives, and in particular to the current one), and replaced most of the chrome options with black powdercoating. I think that was it.

Now, you'd think that with those few changes the scoot would go back together without a problem and all would be smooth with life—no goddamn way. New replacement parts don't fit the old, and chains still bang against the primaries when you think they're installed correctly. I'll explain the modifications first: The narrow belt drive from Super Max is designed to fit perfectly in the tin primaries, and it's a natch to cut vibration and ease the strain on the engine and tranny bearings. →

Small CCI 12-volt battery.

Simple seat-post shot.


Narrow Super Max belt drive.

Photos: Markus Cuff

It will also take the heat off trying to dial in the oiling system to prevent burning up the primary chain or over-oiling the chain, wasting oil, and making a mess of your classic and garage. The installation was a breeze, adjustment no problem, but once started, we noticed that the lip inside the primary was rubbing against the belt. I called muscleman Dale, gave him a set of tin snips, and he went to work. A couple of hours later we removed the entire lip and ground every rivet until the surface was smooth. Nice work.

All right, next I wanted to run a 12-volt system for enhanced reliability and to project stronger illumination in the dark. Hey, no problem. We installed the new alternator setup for generator motors. No problem. We drilled the 6-volt generator holes out to 5/16-inch, wired the regulator into some hidden location, and connected the damn thing to the battery. Then I read the fine print. This system is ironclad except for two warnings: It must be carefully grounded and it's powerful—make sure the battery is big enough to take the amperage. I grounded the shit out of it and it lasted two weeks before it smoked all the acid out of the battery. The instructions weren't lying. I replaced the alternator system with a 12-volt generator with a diode regulator in the end cap (Custom Chrome)—very clean. CCI distributes the only 12-volt battery that fits in a stock center oil bag. The battery is small and fragile and needs to be replaced regularly. Fortunately, they're cheap, but replacing batteries is what I was trying to avoid.

Finally, the simplest modification of all: Lower the seat and move it back. I do that by cutting the stock crossbar from under the stock seat. Pull the stock shock and spring out of the frame and weld a 3/8-inch nut on the top of a 1-inch chunk of conduit about 6 inches long. Then, assemble the damn thing just like stock, except this chunk of pipe is now extending from the bottom of the front of the seat. Shove it down the plunger hole and move it foreword or back for fit and you're almost done. How to fasten the back? Years ago, I ran a strap down from the spring bracket holes in the center of the frame and welded it to the back of the crossbar. I didn't want to do that. Besides, I had already powdercoated the bracket. Instead I opted for a 2-inch wide and 4-inch long strip of Velcro which I peeled and stuck both to the seat and the fender—perfect.

All right, after Lee Clemens rebuilt the motor, Don Hotop redid the tranny, Fred Lange straightened the frame, Jim Shaffer powdercoated everything, including the wheels, and Dave Royal assisted with assembly. I handled the tranny install, oil tank, final wiring, engine install, tanks, charging system, fuel and oil system, etc. After scattering the parts from one end of the country to the other, I was only missing three parts during final assembly—the shift linkage from the tranny to the tank arm was gone, and the horn button had disintegrated. I tore apart the garage looking for them.

Then, with the assistance of Marty Ruthman at Hi-Tech Custom Cycles in Van Nuys, California, I got the arm. He dug through a box to find me the eye for the tank end and the bolt on which it pivots. In addition, he found a horn button and a new housing. I returned to the garage, relieved to install them and then take the bike to Boyd Cottington's for his Hot Rods And Harleys block party. The eye at the end of the shift rod was new; it was also chromed along with the threads inside. There was no way the rod would screw in more than a couple of turns. I wire brushed 'em, WD-40ed 'em, then dug through the toolbox hoping to find the correct fine tap. Taped, cleaned, and oiled, I was ready to install. But not so fast, the rod seemed to be too fucking long. How could a stock replacement rod be too damn long? It was late and I couldn't call, so I held my breath, cut the sonuvabitch off, and retapped the end. It worked. I was right, and the '48 lives.

But wait—the horn button needed to be installed and wired. It was 2 a.m.

and I was running out of time. What should have been a 10-minute job turned into 45, since there weren't any fasteners included in the plastic bag with the button housing. The two tiny screws holding the housing were just that—small, so I went searching through my small drawers. Most didn't match, but I finally found a couple, and now the Pan truly lives, breathes, runs, and is fun to ride, goddammit.

—Bandit

Sources

Quality Powder Coating
7373 Atoll Ave., Unit C
North Hollywood, CA 91605
(818) 982-8322

Departure Bike Works
Lee Clemens
5216 Hull Street Rd.
Richmond, VA 23224
(804) 231-0244

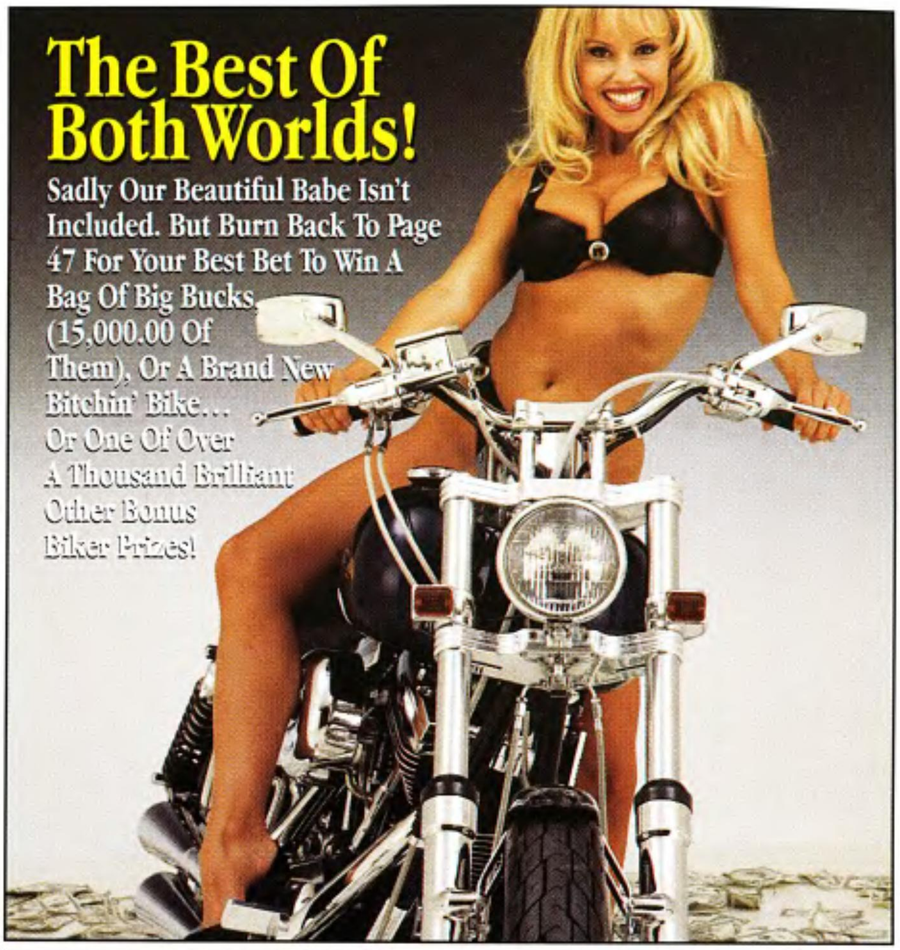
Custom Chrome, Inc.
See your local dealer
(800) 729-3332

Fred Lange
600 Tepusquet Rd.
Santa Maria, CA 93454
(805) 937-4972

Don's Speed & Custom
Don Hotop
2613 Ave. "L"
Fort Madison, IA 52627
(319) 372-6216

Super Max Products
R.R. #4, Box 652
California Hots Springs, CA 93207
(805) 548-6000 (10 to 5 Tues.-Fri.)
E-mail: PROSS22267@AOL.COM

Hi-Tech Custom Harleys
Marty Ruthman
5931 Van Nuys Blvd.
Van Nuys, CA 91401
(818) 901-7037



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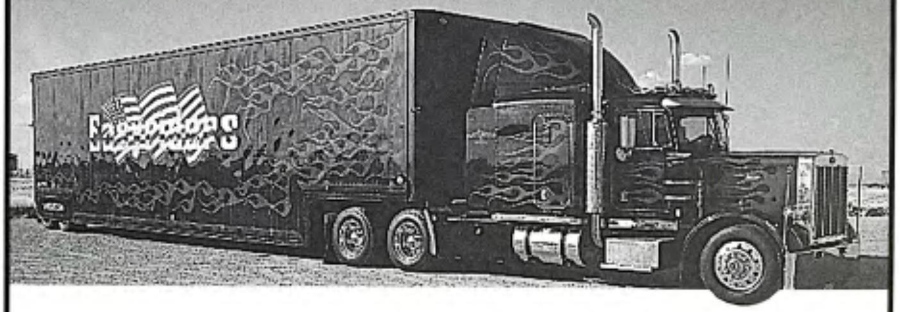

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Spring Rally. We'll have both trucks in Myrtle Beach again this year. Miss Kitty's Saloon and showbar on 501 at 3rd and Broadway at the Beach complex in front of the Hard Rock Cafe on the bypass. Stop by & say hi.

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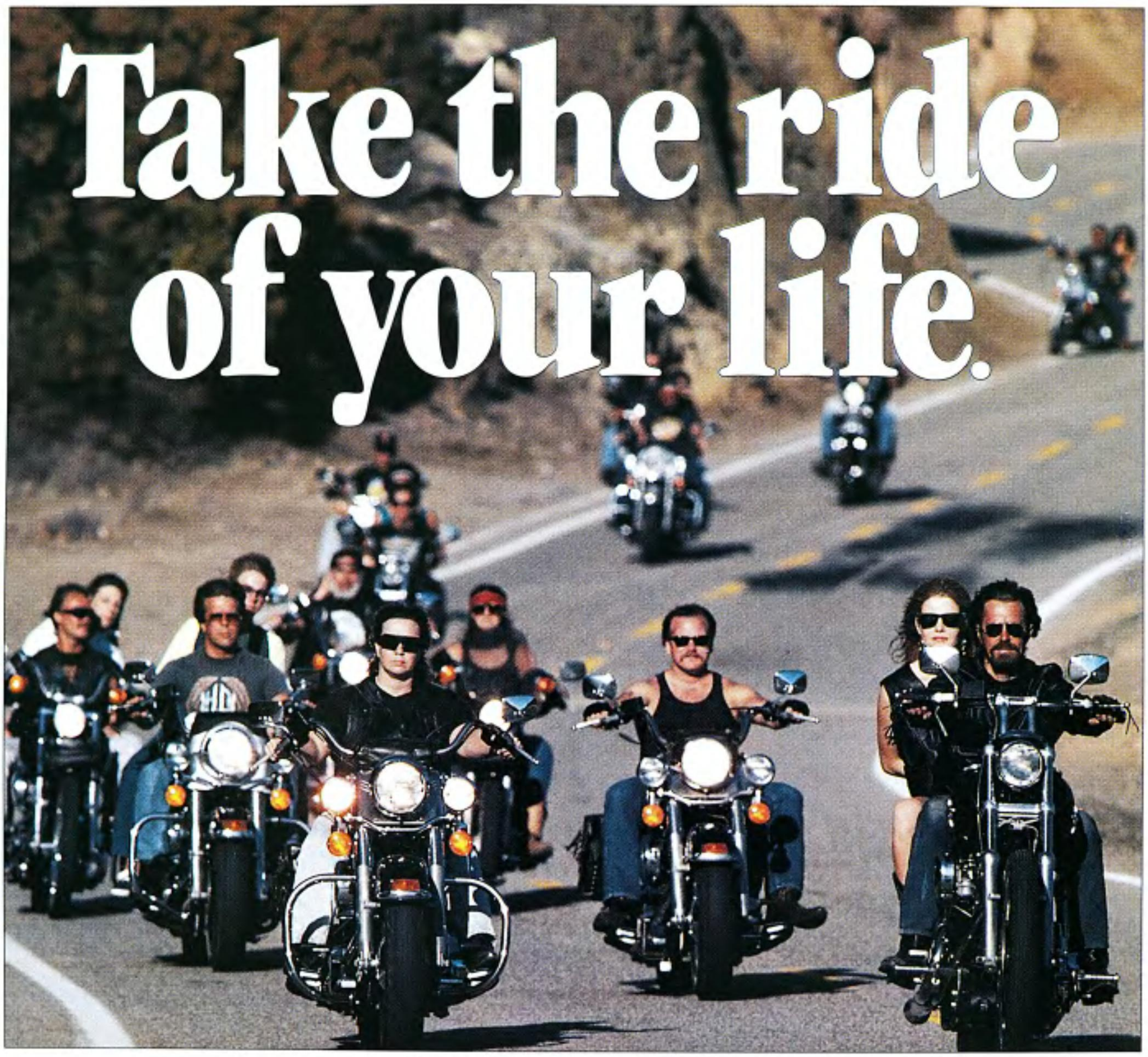

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CUSTOM MOTORCYCLES, APPAREL, ACCESSORIES, SERVICE AND MUCH MORE!

Drac
Santa Monica, California
1984 Shovelhead

Photos: Kim Peterson

I'm in the process of building a shop in order to create my own chopper projects. During the course of planning, however, I discovered that advice is the only thing you can get for free. I can't complain, though, because some of it has been quite useful ... like, don't piss on an electric fence. (My garage is located on the fence line, and there is no indoor plumbing yet.) My buddy Jack told me to build bigger than I need because I can always fill it with bike parts. But the greatest words of wisdom came from my bro Phil, owner of many successful small businesses, who said, "If you do ten things really well, do them all—don't limit yourself to one field." He meant that because I love to build choppers, that doesn't mean I can't paint flames on my Amish neighbors' buggies! (That is, when they're not drag racing in the church parking lot.)

Drac, owner of DC Customs in Santa Monica, California, must have heard the same sound advice, because aside from fabricating fine and functional vintage iron, he also restores classic guitars and rents 'em out, along with amplifiers. Did I mention that he's a studio musician and the single father of a year-and-a-half-old son named Jet?

It all started in a way that probably sounds familiar to a lot of you. Drac was eight when he took apart his first toaster. And being that he's only 34 now, it couldn't have been much long after that he joined a band, started a business, got married, got divorced, bought a house with an eight-car garage, and well, started a few more businesses.

Some time around '85, he got his hands on an FLH garbage wagon—but not just any FLH. Drac picked up an '84, the last year of the Shovelhead-powered model. The '84s also featured a factory rear belt. Like any good greaser, he stripped it down, threw the hard bags as far into a lake as he could, installed a kicker, refined it with items that worked well with his psyche, had it painted Diamond Black at Keith's Custom, and rode the hell out of it. Although he has a 1981 chopper, he finds that the '84 gets all the attention.

Drac said that being in the business, you have a tendency to buy something, rebuild it, ride it, and then sell it—but the '84 is definitely a keeper.

—*Flynch* →

READERS' RIDES

Alma Rose Aguirre
Chatsworth, California
1987 Sportster

Photos: Doug Mazell

You know, of course, that all the shit bikers have had to deal with over the years—snubbing from restaurants, harassment from cops and the government, Julian Lennon records, and just good ol' chemically-induced paranoia, to name a few—has created some interesting campfire subjects, stories if you've heard once, you've heard a thousand times. There's the tale my buddy Skinny tells about his mother putting Kool-Aid in the cistern to hide the taste of the frogs, which, he claims, made him the kool mofo chopper rider he is today. And how many times have you seen Richard Nixon and J. Edgar Hoover hitchhiking, after riding all night across Kansas? The latest story I'm hearing (read: spreading) is that Pamela Anderson wants to get together to counsel me on my infatuation with Exene Cervenkova. But I still blame the Swedes.

Yeah, it's those damn Swedes, ruining everything. I mean, all this time we thought we built cool bikes, strutting around all bad, and then a Swedish guy named Tolle creates those damn adjustable triple trees. The next thing you know, every European biker with any dignity is cruising around on scooters with 23-over forks ... thinking they're so cool. Now they've invaded. They're here, living in America, building cool bikes and taking over—I tell you.

After a short, dysfunctional marriage to a controlling shithead who hated Harleys, Alma Rose was in serious need of a release valve. So, she did what any self-respecting gal would do. She bought a motorcycle, met a Swedish bike builder named J.J., seduced him (not necessarily in that order), and started turning out cool bikes. Her last bike, also an 883, was an industrial metal wonder that Willie G. signed because he said it was the coolest Sporty he'd ever seen. So with that kind of pressure fueling him, J.J went to work on her current Sportster.

Starting by sending the frame out to be raked eight degrees, J.J. then made the low riding fenders Alma wanted by bolting the rear to the swingarm—she said she wanted 'em *low!* He molded the turn signals into the frame and then painted the fenders and tank Tangerine Pearl to achieve that Southwestern look. Alma hand-made the seat as the finishing touch.

Alma says her next project will be a rigid chopper. See, I'm warning you people ... the next thing you know, everybody will be riding 20-over choppers! (But don't drink the water.)

—*Flynch*

Photos: Steve Kelly

Ian Borrowman
Dorset, England
Special Construction Chop

Ian Borrowman's Harley is special. As soon as you set eyes on this oh-so-long, Swedish-inspired chopper, it clamors for your attention. While the forks cry out, "Look at me!" the orange paint does an assault job on your visual senses, and before you know it you're hooked—the Harley is reeling you in to take a closer look.

This is Ian's fourth bike, but all have followed the same theme of long forks and Swedish-style high-necked, hard-tailed frames. The only difference is the others have all been Brit iron. Ian works for an official Harley dealership in Dorset, England, and while working on a customer's orange '91 Fat Boy, he noticed how sunlight coming through a skylight made the chrome rocker cover—which was next to the removed fuel tank—come alive. Ian's friend Twizzle was talked into manufacturing both the sensational frame and the ultra-wide slab yokes.

The frame, which started life belonging to a 1962 Norton, now has a 45-degree rake, allowing for the use of 43mm 24-inch-over forks.

Another essential element of the Swedish chopper-style is the spoked wheel. In the case of this stretched screamer the rear is a super sharp-looking 120-spoker from the Vortex company, and the somewhat cheaper, but no less stylish, front wheel came from the local bike breaker's yard.

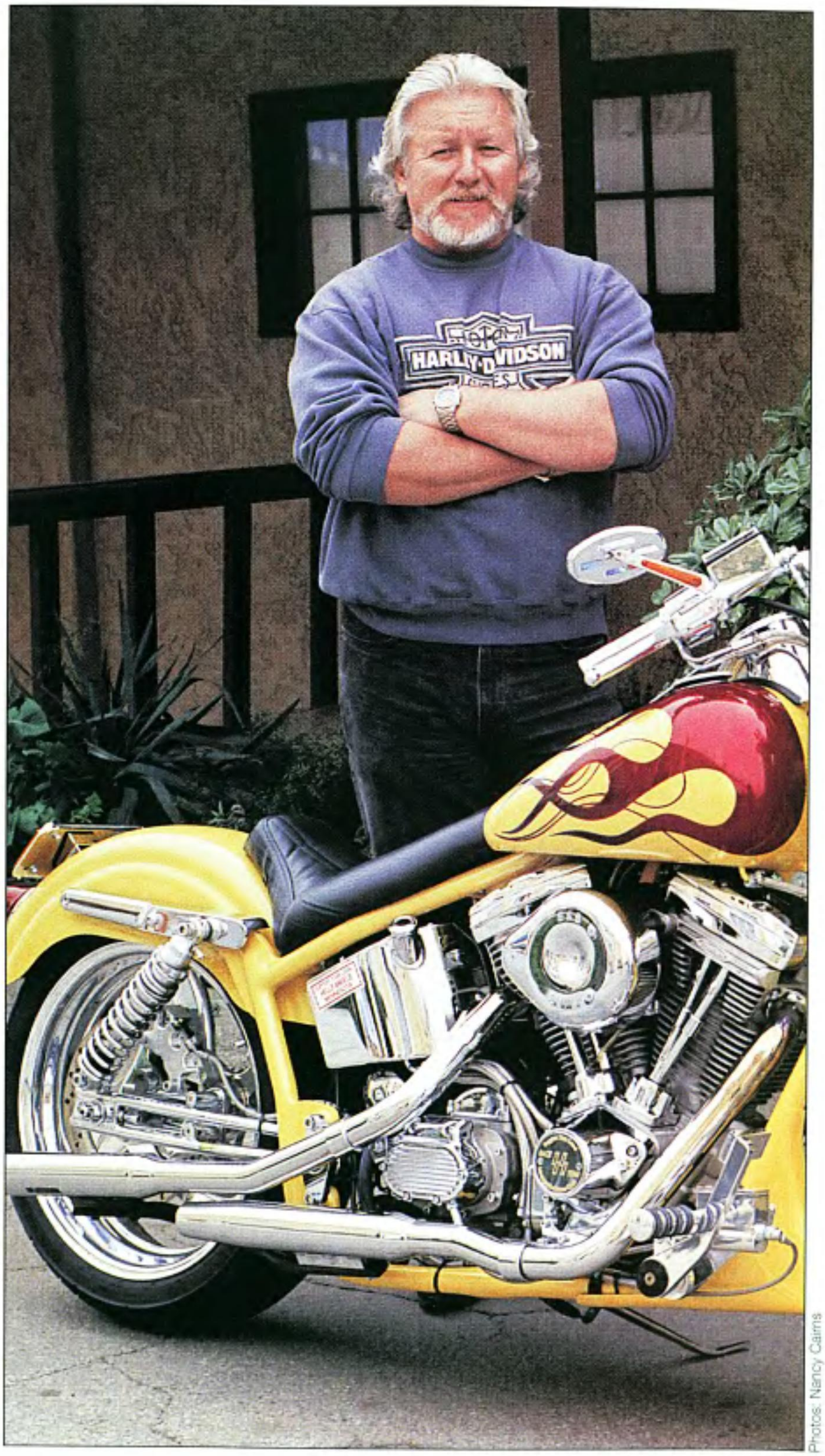
From Ian's vast collection of Harley parts he selected a used 4-speed gearbox and a 2-gallon King Sportster gas tank. He believes that it is better to hoard the parts you don't need today, because in a week or 10 years, they will be exactly what you're looking for. (Fine sentiments if you can afford to put the idea into practice.)

Ian gave the task of upholstering a suitable saddle to Chris Taylor of Taylor Made, and he couldn't be more pleased with the final results. All in all, Ian's latest forked flyer suits his hard-tailin', high-stylin' tastes to a tee.

—Steve Kelly →

READERS' RIDES

Larry Ward
Out There
Pro-Street Evo



Photos: Nancy Cairns

These days it's hard to know what form of media is telling the truth. I got so sick of the biased journalism on television that when my wife and I moved to Indiana, I decided that we weren't hooking up the TV. If we wanted to be entertained, we'd rent a movie, check out the Internet, or read something written by Renegade, Bandit, or Bomber.

Now I'm not telling anyone to pull an Elvis and blow up their television, but hey, you got to admit it does suck you right onto that couch, especially when you're tired and don't need stressful stimulation. It doesn't require thought, maintenance, or involvement. All you have to do is just sit there and stare. Shit, even monkeys can do that.

So what the hell does this have to do with this "Readers Rides'" story? Well, nothing really. Truth is we couldn't get ahold of this guy, and I felt like bitchin' about television. But back to the bike you're looking at. We know that the owner of this bad boy Pro-Street Evo is named Larry Ward. But where he is, is beyond us. Short of hiring a private dick,

we scoured every corner of the globe looking for him. (Please go home, Little Lor-Lor. Those of you who remember "Choppershopper" understand.)

My guess is that he also got sick of the media, and decided to ride around this great land and see what was really happening in the world, and maybe make some news for himself. If you do see him, tell him that Peter Jennings misses him, and to call home every once in a while and tell us what's up.

—Flynch

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C. GLAMOUR VEST. You'll be hard to miss in this soft, lined, black leather vest. Four zippered pockets and an adjustable back strap make this vest as practical as it is attractive. **5520** Sizes SM, MD, LG, XL. **$109.00**

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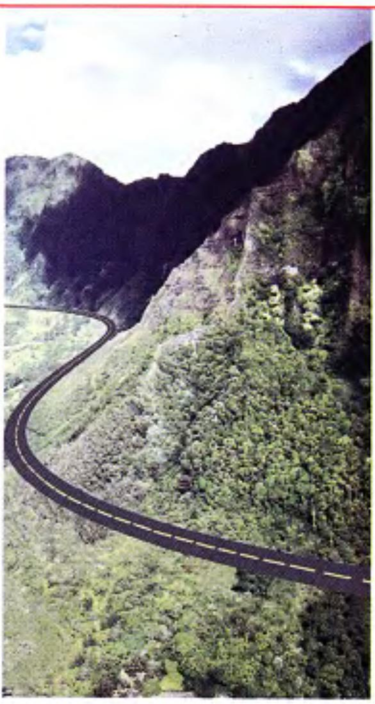

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Day 2 Sunday - 7 a.m.: Briefing breakfast with tour escort at Royal Kona Resort. Hotel checkout and straddle your Harleys. You'll cover most of the Kona Coast highways, viewing coffee mills, the Place of Refuge, Captain Cook's monument, and the temple where he was consecrated as a God. Your tour will end at the Volcano House Hotel for a one-nighter. A night visit to the eruption site will be offered from 7-9 p.m.

Day 3 Monday - 7 a.m.: Tour breakfast meeting before checkout; afterward visit the unbelievable volcano art museum. Then, it's back on the bikes to view the myriad of attractions within the park ... exotic birds, steam vents, sulphur banks, the Halemaumau overlook, Devastation Trail, and then on to the Thurston Lava Tube. The group will leave the park and continue on to Kalapana, the town recently destroyed by massive lava flows. The tour will continue on with a stop at the hot springs for a soothing dip in the mineral waters. Then, we'll continue on to Lava Tree State Park, Craters of the Moon, Pahoa town, and other awesome attractions.This fulfilling day ends at an exclusive Hilo Hotel for a two-day stayover.

Day 4 Tuesday - Freedom day to explore and experience the Hilo side of the island at your whim!

Day 5 Wednesday - 7 a.m.: We'll meet at breakfast to regroup and checkout; the road tour will then roll on to boiling pots and Akaka Falls—via old highways, if passable. Then it's on to Waipio Valley and the Parker Ranch. We'll then proceed on to Kohala for some of Hawaii's most breathtaking and bone-chilling sites. They include King Kamehameha's human sacrificial temple, his statue and the Pololu Valley lookout, to name but a few. Then we're off to Kona via coastal highway for check-in at the Royal Kona Resort for the last three glorious nights.

Day 6 Thursday - Free day to burn up the many magic freedom roads.

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CST# 1015141-10

The first time I rode the V-twin LowBoy shown here, I was in the middle of the Hocking Hills in southern Ohio. The big boss was intrigued by the trike, and having tired of riding around the neighborhood, invited me and Lascivious Leon to ride with him on a day off from our duties at the Columbus *Easyriders* Store. I had recently injured my knee, so Leon rode the dresser while I drove the boss's Cadillac. We rode into the mountains, and as I was limping out of the cafe →

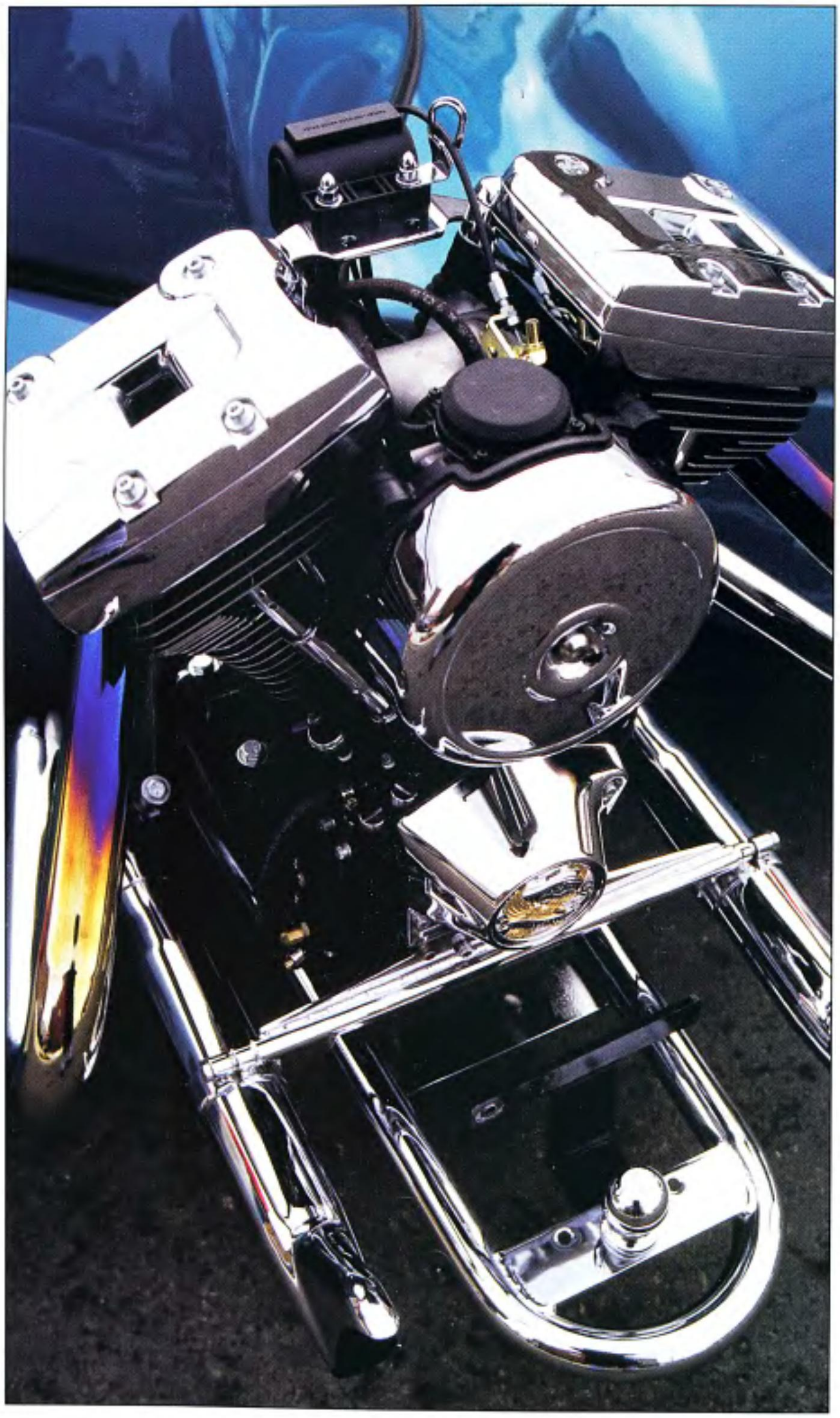
TOUGH TRIKE

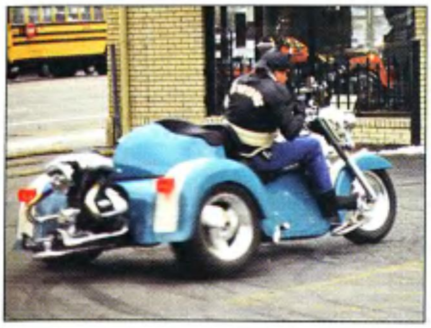
TWIN CITY TRIKE SHOP'S CLASSIC LOWBOY

door after lunch, the boss said, "Ya don't need your knee to ride the trike. Gimme the keys to the Caddy."

Ya know, I've gotten kinda used to these regular paychecks and now my first experience on a trike was going to be in the middle of some of the more hell-raising roads in the state. About a mile out, I heard my ol' lady, Rose, scream (the LowBoy rides two very comfortably). Seems I'd let the right rear tire get extremely close to the edge of the mountain road, which abutted a 200-foot drop to a creek below. I learned quickly that ya gotta keep the front wheel exactly in the middle of the lane; the LowBoy's rear tires extend out 34 inches from center. I also noticed that I seemed to be in danger of fallin' off this scoot in the turns, as there is no need to lean into 'em. The steering on trikes is done entirely with bicep power. But, like everything else in life, it's easy once ya get used to it.

We reached the base of the →





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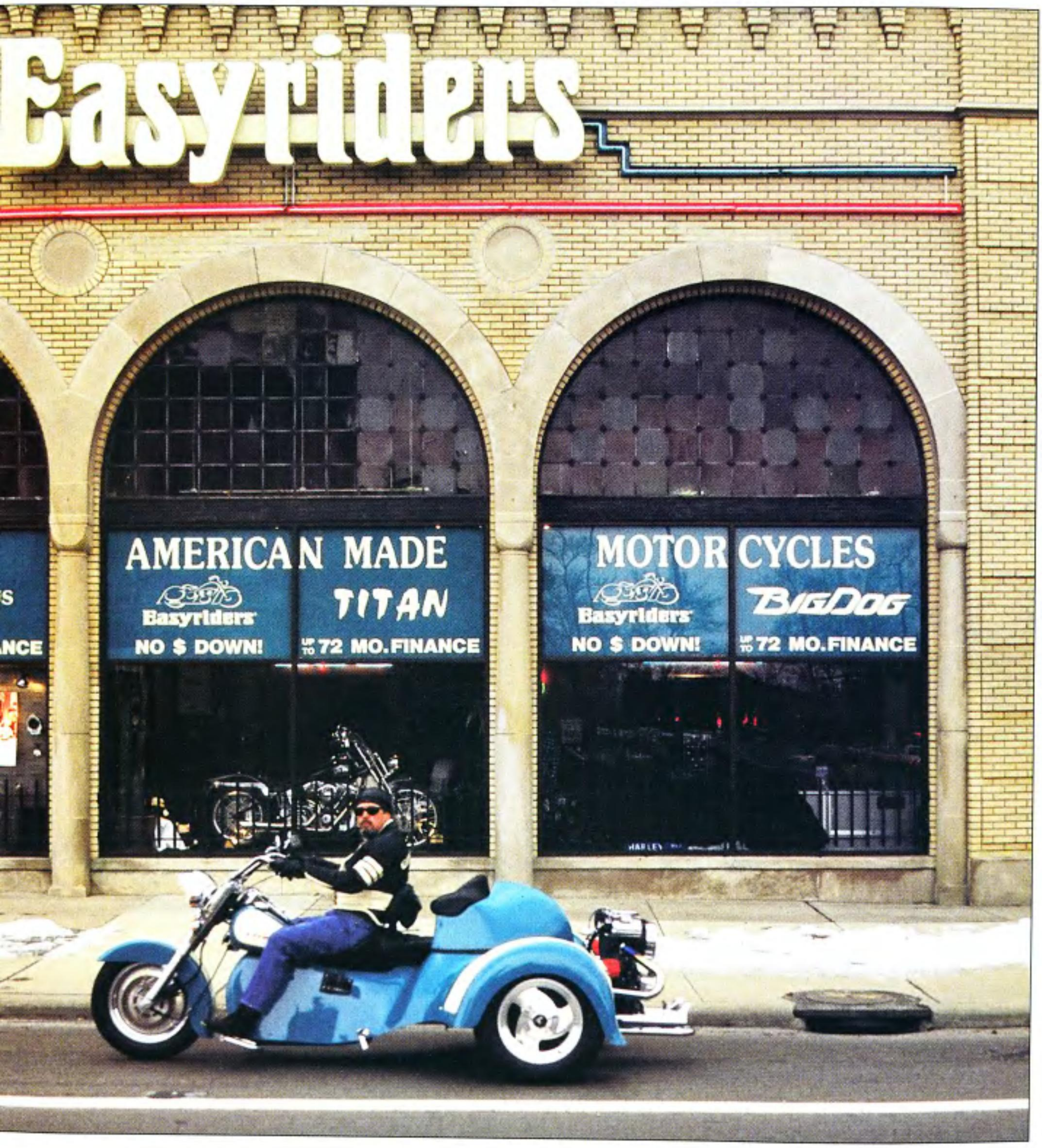
EXIT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mountain and rode back to the city on Route 33, a modern highway. The trike rode comfortably with the power and pickup of a "normal" Harley. The 3-speed Volkswagen automatic tranny might have made the ride a little too easy for a gear-jammer like me, though.

Eighty LowBoys are soundly constructed annually by Dick Lindholm's V-Cycle Manufacturing in White Bear Lake, Minnesota. Now, I've ridden some wild-lookin' bikes in my time, but none of 'em ever turned heads like this one. I mean, *everybody* looked. I had to stop a couple of times for people to take pictures.

Back at the store, Tom Whitehead, our sales manager, begged to take this beast out, having owned a trike before. He claimed he could make an immediate turn at 40 mph and the trike wouldn't turn over. [Don't try this at home.] I told him not to attempt it, but ya know some folks turn into completely different animals once they get on a scoot. So off he went down Broad Street in downtown Columbus on a Sunday afternoon. When he got in front of the store, he executed a perfect left-hand spinning turn. The trike spun, the tires smoked, but they never left the ground—just like he said. It seems impossible to turn this thing over and, yes, Tom still works here.

The benefits of this machine are obvious: good power, smooth ride, easy operation, lots of storage space, and

it won't fall over. It's great for those handicapped by almost any malady of fate, or anyone who would enjoy what could be the ultimate three-wheeled riding experience of the '90s.

—*Bill Chaffin*

For more information on the Trike Shop's LowBoy write Oil Can Scott at Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000. Be sure to include a self-addressed stamped envelope.

Manufacturer: ....The Trike Shop, Inc.
City: ....White Bear Lake, Minnesota
Year and model: ....1997 LowBoy

Dimensions

Width:...68 inches
Length:.......................................126 inches
Ground clearance...........................5 inches
Seat height: ....23 inches
Wheel base: ....80 inches
Fuel capacity: ....5 gallons
Oil capacity: ....4 quarts
Vehicle weight: ....1190 pounds

Wheels

Front

Type: ....RevTech
Size: 16-inch
Rim width: ....4 inches
Tire...Dunlop
Brake: ....11-inch H-D rotors, H-D calipers

Rear

Type: ....Progressive Wheels
Size: 235/60-15
Rim width: ....7 inches
Tires:...General
Brakes: ....9-inch VW drum

Performance

City:...35 mpg
Highway:.......................................42 mpg

Engine

Year and model: ....1997 Evo
Displacement:......................80 cubic inches
Ignition:...H-D
Heads: ....H-D
Pistons:..H-D
Cases:...H-D
Cam:..H-D
Carb:..CV
Lifters: ....hydraulic
Lower end: ....H-D
Air cleaner: ....H-D
Pipes:.....................................The Trike Shop
Mufflers: ....dual CCI 17-inch fishtail

Transmission

Year: ....rebuilt '69-'79
Type: ....Volkswagen, rubbermounted
Gearbox:........manual 4-speed with reverse or automatic 3-speed with reverse
Clutch:..VW
Shifting: ....left hand
Gear ratio:....manual, 388:1; automatic, 411:1

Frame

Material:......2-inch square tube, 250-inch wall
Builder: ....The Trike Shop
Rake:.......................................30 degrees
Rear suspension: ....rebuilt VW '69-'79 IRS
Shocks:.................................adjustable air
Other:..............................lateral trailing arm

Forks

Type: ....wide glide
Builder: ....H-D

Accessories/Instrumentation

Bars: ....2-inch dresser pullbacks
Brake lever:...H-D
Clutch pedal: ....left foot
Brake pedal: ....right foot
Fenders:...............................The Trike Shop
Headlight: ....H-D
Taillights:..H-D
Speedo: ....H-D
Footboards:..........................The Trike Shop
Rear pegs;..........................Drag Specialties
Electrics: 12v
Gas tank: ....Drag Specialties
Oil tank: ....The Trike Shop
Oil filter:...H-D
Oil pump:...H-D
Seat: ....Travelcade FLH Custom
Mirrors:...............................Drag Specialties
Grips: ....H-D

Paint

Colors:...any
Special paint: ....solid, panels, flames, or scallops available

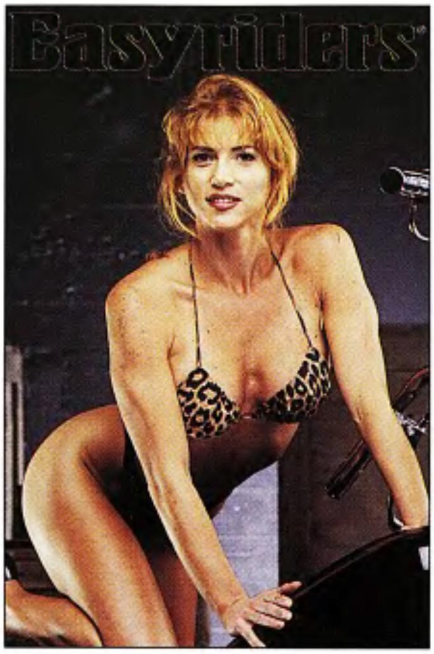
Options

Full automatic transmission
Dresser-style front end
Leather saddlebags
Windshield
Radio caddy fairing
Chrome slider tubes
Chrome tin kit
Chrome master cylinder
Polished adapter housing

Photos: ....Scott Cunningham

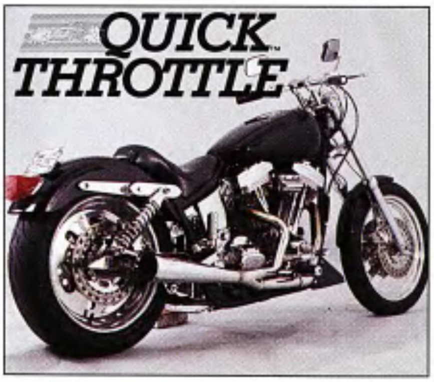
COMING AT YA

The **July** issue is bustin' out all over. Bandit has scoured the Earth to bring you the finest photos and listings of the nation's finest customizers. No, not bikes, *broads*! That's right, it's Bandit's Boob Guide. Over the years, we've shown the best bike builders and their works of art. Now, we're gonna give ya some other works of art and the professionals who created them. Bandit feels it's about time those hardworking pros get the attention they deserve. Speakin' of boobs, it's time to hit Daytona! We'll feature all the sizzlin' events fit to print—and even some that ain't. Don't think we forgot about the bikes, though. We've got a yellow-wearin' rodent with his wild ride and a feature on the Carradine brothers, as well as a host of hot rides that'll really make ya run to the fridge for a cold one. Ride along as we test out H-D's '97 Heritage Springer and take an up-close-and-personal look as we cover the Granddaddy Columbus Bike Show, as only we can. There'll be plenty of Tech Tips, from brakes to a complete bike-in-a-box, to keep you busy, along with all the fiction, Wind and women you can handle. Miss it and ya may go blind! *On sale June 3*



The **June** issue of *Biker* is the special, double-throw-down Biker Parties issue. It's full of American T&A as well as lots of partyin' pictures from the Harley Rendezvous, Bean Blossom Boogie, AM-JAM, Laconia, as well as the California Southwest Jamboree. There's also our home-spun calendar guide to what's happening in the wild world of Harleys for the rest of the year, like in bitchin' parties and major, gotta-be-there events. Miss it and Mutha will get ya. *On sale now*

The **July** issue of In The Wind (#82), kicks ass and gives names with loads of nekkid and near nekkid women. The Barely Bathing Suit issue is also a celebration of two-wheeled liberty and every red-blooded American male's favorite pastime (besides burpin', fartin', and football). Efrem Mah's Flying Tiger Evolution War Hawk carries the freedom theme to the hilt, and a Travelin' Trails along Route 66 gives you the spirit of the saddle. If it's out there, it's in here. Don't miss it. *On sale now*



Fireworks won't be the only thing exploding in **July** because the next *Quick Throttle* is blasting your way, packed with loads of hot racing action and trick tech tips for the most discriminating gearheads. Check out Kenny Boyce's blower bike, the best Street Customs from the *Easyriders* Bike Show in North Carolina, and Russ Tom's fierce FXD, to name a few. Moroso and Gainesville top the racing events, and, as always, we'll show ya how to get more bang for your buck. *On sale now*

VQ No. 14, **June**, hits one right out of the park with a feature on baseball's National League MVP Ken Caminiti and his wild Steed. We've packed this issue with everything from the Love Ride celebration, to Elvis sightings in Vegas, to the world's best bike tours, to the best biker stocks—not to mention classy customs like Donnie Smith's "Dream Sickle" dresser, Russ Tom's badass Beluga bagger, Bob Dron's riveting aluminum Softail, and the machines of Master Builder Arlin Fatland. *On sale now*

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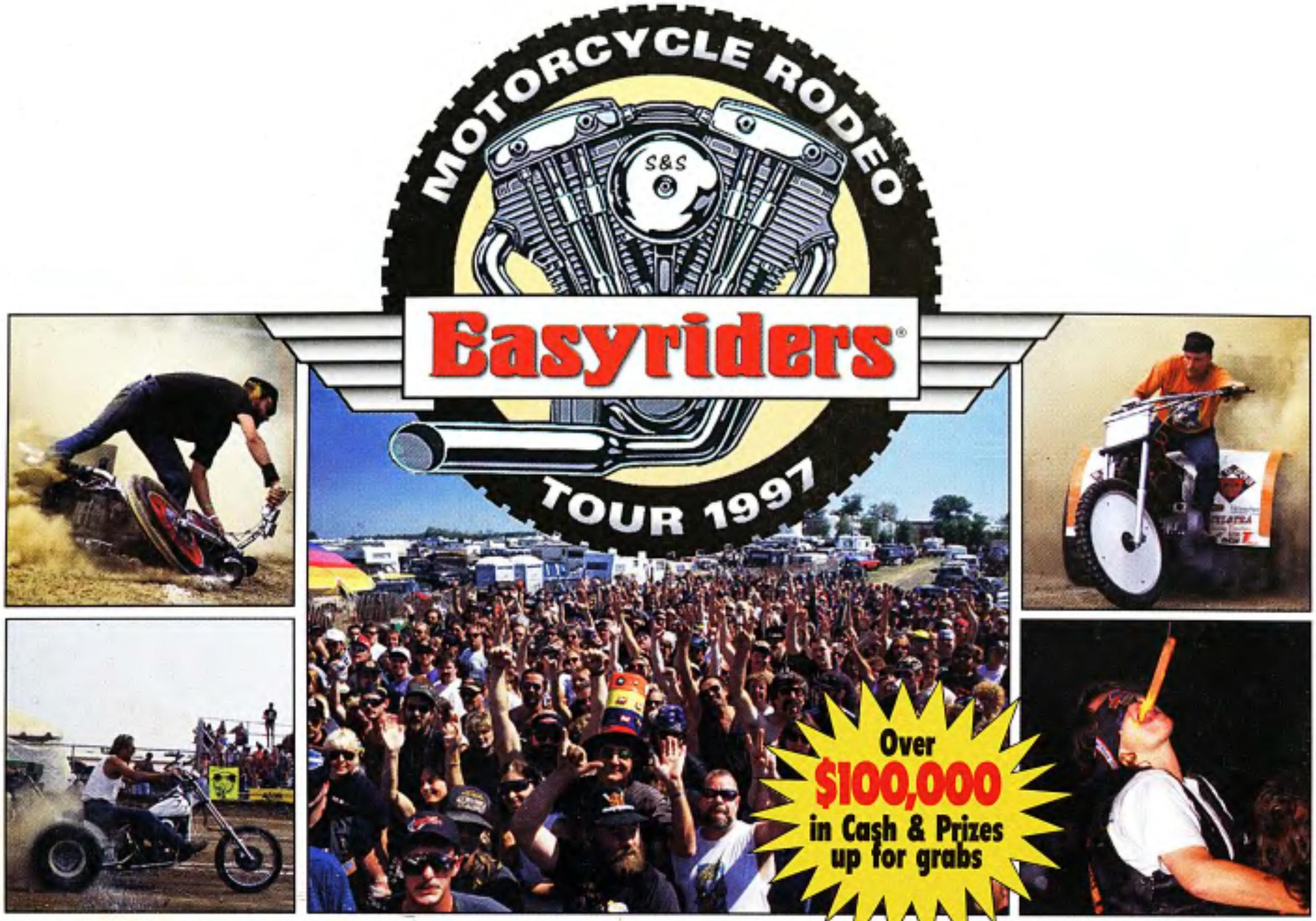

MOUNT EM UP! HEAD EM OUT!

GET READY FOR SOME RIGHTEOUS RODEO ACTION!

Wilson, North Carolina - *Rodeo Southern Style*
June 27, 28, 29, 1997
Wilson County Fairgrounds
(I-264 to Hwy 301 South)

Fireworks
Fireworks

Middletown, New York
July 4, 5, 6, 1997
Orange County Fairgrounds
(I-84 to Hwy 17 West, to exit 120)

Waukesha, Wisconsin
July 11, 12, 13, 1997
Waukesha County Fairgrounds
(I-94 West to 294 exit South on "J")

Keene, New Hampshire - *New England Rodeo*
July 18, 19, 20, 1997
Cheshire County Fairgrounds
(Rt. 101 to 12 South)

Prospect, Pennsylvania - ***7th Annual***
July 25, 26, 27, 1997
Butler County Fairgrounds
(On Rt. 422, 8 miles West of Butler)

Fowlerville, Michigan - ***5th Annual***
August 15, 16, 17, 1997
Fowlerville County Fairgounds
(I-96 to Fowlerville exit, go North to Grand River)

Kankakee, Illinois - ***New Location***
August 22, 23, 24, 1997
Kankakee County Fairgrounds
(Hwy 57 to exit 308)

GRAND NATIONALS - *10th Annual*
Chillicothe, Ohio
August 29 - Sept 1, 1997
Ross County Fairgrounds
(Hwy 35 to Rt. 104 North)

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